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VOL. I.

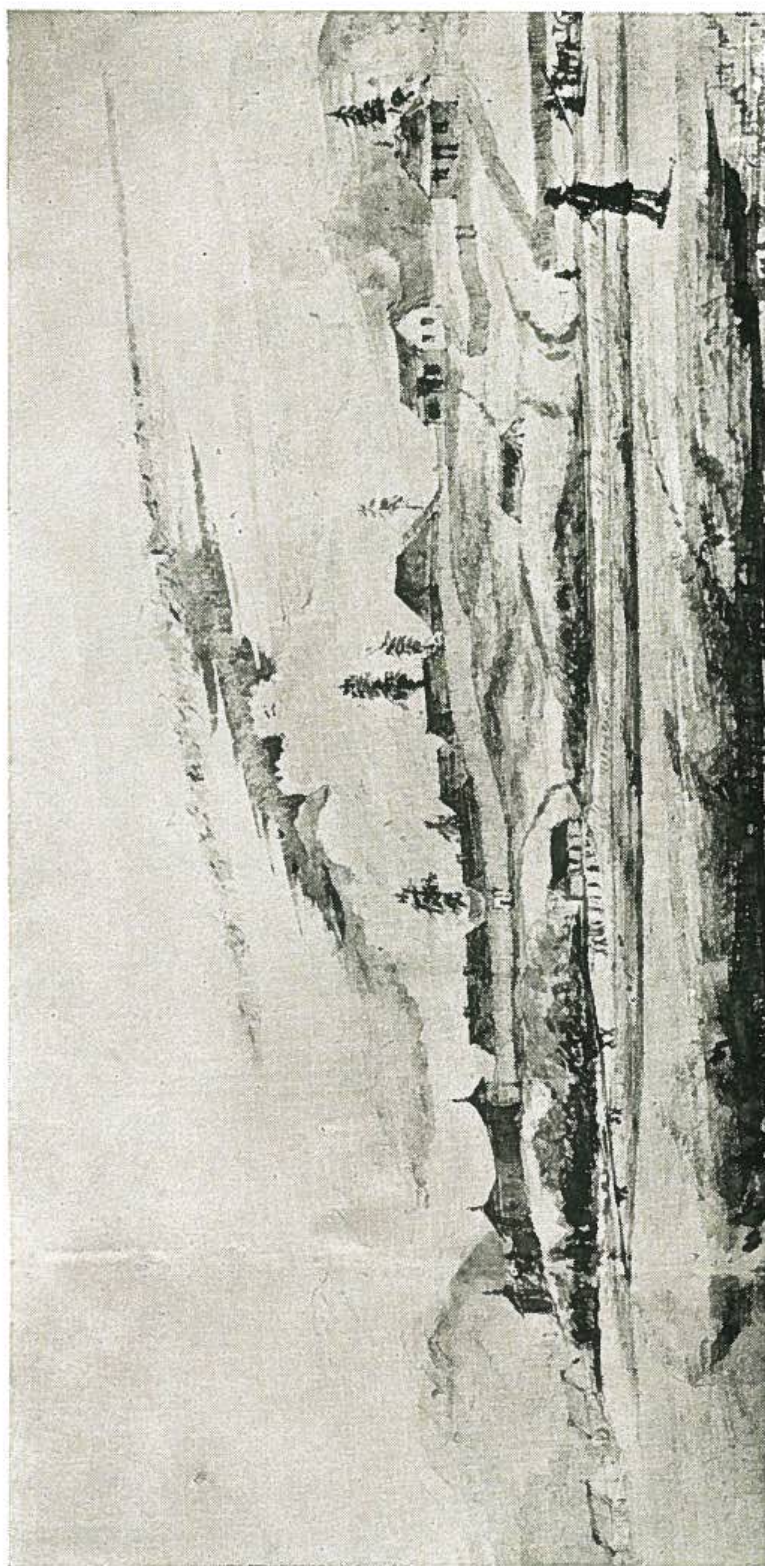
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***“Any country worthy of a future
should be interested in its past.”***



Fort Langley, north view. From an original drawing made in 1859 by E. Mallandaine.

EARLY DAYS AT OLD FORT LANGLEY.

*Economic Beginnings in British Columbia.**

Agriculture, the salmon fishery, and the foreign commerce of British Columbia had their origin and early development in the almost forgotten settlement of Fort Langley on the Lower Fraser River, during the years 1827 to 1864.

This was not the first settlement in the Province. The Spaniards settled at Nootka in 1789. But there were disputes between England and Spain as to the ownership of Vancouver Island, which ended in 1795 by the Spanish Commander Manuel de Alava destroying the buildings which his countrymen had erected, and transferring possession to Sir Thomas Pearce, the English representative.¹ The place reverted to the Indians, and though for years after fur-traders resorted there for otter skins, it ceased to be an outpost of civilization. Hudson's Bay posts were established in the interior before Fort Langley was built, but they were carried on merely for the fur trade.

Some twenty years after the abandonment of Nootka, European civilization began again on the Columbia River. From that point, Hudson's Bay traders explored the country to the north, and in 1827, Fort Langley, on the Fraser, came into existence.

Up to the present time little has been known of the early activities of the company at Fort Langley, especially from 1830 to 1843. Thanks to the courtesy of the Hudson's Bay Company, in London, and the kind assistance of Mr. Leveson Gower, the archivist, and Mr. J. Chadwick Brooks, the secretary, much new material dealing with this period has been made available, and permission given for its use. This will be referred to here, with dates, as "H.B. Archives." It is proposed in this paper to deal shortly with matters which have been hitherto available to students, and in greater detail with the new material.

In 1824, George Simpson, one of the Hudson's Bay Co.'s governors in North America, first visited the Pacific Coast. He

* A paper read at the May, 1936, meeting of the Royal Society of Canada. Reprinted by permission from the *Transactions* of the Society, Section II., 1936, pp. 89-102.

(1) Manning, *Nootka Sound Controversy* (Am. Hist. Assn. Rept., 1904, p. 471).

recognized the importance of exploring the country north of the Columbia River, and of establishing trading-posts at various points so as to be able to compete with ships from the United States, then monopolizing the trade of the Northwest Coast. In his journal of that trip west, he says:—

“From thence we could, with great facility—and at less expense, extend our discoveries and establishments to the Northward and supply all the Interior Posts now occupied.”²

He knew of Simon Fraser’s discovery of a great river to the north of the Columbia, but evidently little of the difficulties experienced by Fraser on his voyage to the coast. He had a vision of the river as a means of access to the interior and of a fort there as the headquarters of the Company, exchanging goods brought in by sea for the products of the fur trade.

He acted without delay. No sooner had he reached Fort George (now Astoria), at the mouth of the Columbia River, in November, 1824, than he sent Chief Trader James McMillan, with 41 men, on an exploring expedition to the Fraser.³

On McMillan’s return, his report was sent to the head office of the Company in London, and it having been approved there, Fort Langley was established in 1827.⁴

This was the first fort on the coast of British Columbia; others followed. Fort Simpson (now Port Simpson) was built on the Nass in 1831, and later removed to its present location. In 1833, Fort McLoughlin was built on Milbanke Sound; subsequently it was removed to the northern end of Vancouver Island as Fort Rupert. Fort Tako, or Taku, was established in 1840 on the lisière leased from the Russian American Co. in 1839. Each fort had its own district, subject, of course, to the authorities at Fort Vancouver, on the Columbia River. Langley was the most important of the northern forts, its district extending from Milbanke Sound to Whidbey Island in Puget Sound.⁵

The situation of Fort Langley, some distance up the Fraser River, the entrance to which at that time was difficult, owing to the

(2) Merk, *Fur Trade and Empire* (Cambridge, Mass., 1931), p. 73.

(3) John Work’s Journal, 3 Wash. Hist. Quar. 200–228.

(4) So says Bancroft (*Hist. N.W. Coast*, Vol. II., p. 476, *et seq.*). It had, doubtless, been approved by the Council of the Northern Department of Rupert’s Land under Governor Simpson.

(5) Bancroft, *Hist. of B.C.*, p. 130.

sand-heads at the mouth, was never satisfactory to the Company. Attempts were made to find a more suitable site; one which would be more easily accessible to shipping, and yet have the same advantages as Fort Langley in other respects.

Fort Langley was situated on the banks of a large river, teeming with fish of various kinds, especially salmon. Adjacent to it was a large area of fertile land, lower than the surrounding country, but not low enough to be affected by the spring freshets in the river. This area, situated in a district otherwise heavily wooded, was open prairie.

At first the benefits to be derived from its surroundings were not sufficiently appreciated to prevent attempts to find a more convenient site. In 1833, it was determined to substitute for it a new fort, then under construction at Nisqually at the southern end of Puget Sound. Nisqually was convenient for shipping, and could be easily reached from Fort Vancouver via the Cowlitz River.⁶

Chief Trader Francis Heron, called by John Tod in a letter to his friend Edward Ermatinger, dated February, 1830, "that dam'd black curly headed Irishman," then in charge at Fort Colville on the Upper Columbia, was sent to the coast to make the change. The people and property at Fort Langley were to be removed at once [June] to Nisqually, but not before they had salted all the salmon possible.⁷

Dr. McLoughlin, who was in charge at Fort Vancouver, had his doubts as to the wisdom of the change. He delayed the matter for the time being.⁸ The report of the business being done at Fort Langley that year was so satisfactory that, instead of abandoning it, he directed farming operations to be commenced on what he called "the greate prairie."⁹

Heron came to Nisqually as ordered. In August, 1833, at McLoughlin's direction, he visited Whidbey Island to determine its suitability for the Company's purposes. He reported having found there an extensive and fertile plain¹⁰ which could be utilized.

(6) McLoughlin to Simpson, Mar. 20, 1833 (H.B. Arch.).

(7) McLoughlin to Heron, June 18, 1833 (H.B. Arch.).

(8) McLoughlin to Heron, July 2, 1833 (H.B. Arch.).

(9) McLoughlin to Yale, March 23, 1834 (H.B. Arch.).

(10) *Nisqually Journal* (6 Wash. Hist. Quar.), 193-4.

In December, under instructions from McLoughlin, he returned to the island with men to commence the construction of a post to take the place of both Fort Nisqually and Fort Langley. Trouble with his men arose before the work had proceeded far, and they returned to Nisqually.¹¹ His report on the proposed new site on the island was, however, so favourable that the Council of the Northern Department of Rupert's Land at York Factory, in July, 1834, passed a resolution (No. 70) :—

“ That a post be established at or in the neighbourhood of Whithy's Island, to be called Fort Langley, which is intended to answer the purposes of the Posts now occupied in Fraser's River [Langley] and Puget's Sound [Nisqually], which, on the establishment of that Post are to be abandoned.”¹²

Notwithstanding this formal decree, McLoughlin was not yet convinced that it was the voice of wisdom. Being nearer to the seat of operations and more in touch with the possibilities of the country, he could appreciate the advantages of Fort Langley better than Heron or the Council. Instead of acting on the resolution, he wrote Simpson in 1835 that there was no place on the coast where salmon were so abundant or could be caught so cheaply as at Fort Langley; that if a market could be found for it, the sale of salted salmon alone would repay the cost of maintenance. He suggested that matters should remain as they were for the time being.¹³

Then Fort Vancouver itself came into the picture. Its position on the Columbia had its disadvantages. There were dangers to navigation by reason of the bar at the mouth of that river. In June, 1836, Simpson instructed McLoughlin to have the “ coast and islands inside the Straits of Fuca examined so as to be prepared to form an establishment . . . as regards farming on a large scale . . . in short to combine as many advantages as possible and save the expense of one or both of the establishments of Nasqually [*sic*] and Fort Langley.” Such a post was to take the place of Fort Vancouver as the Company's chief post in the Western Department.¹⁴

(11) *Nisqually Journal* (6 Wash. Hist. Quar.), 271-2.

(12) H.B. Archives. B. 239/k/2, p. 73.

(13) McLoughlin to Simpson, Mar. 3, 1835 (H.B. Arch.).

(14) Simpson to McLoughlin, June 25, 1836 (H.B. Arch.).

In 1834, J. M. Yale, in charge at Fort Langley, suggested the possibility of using the "Big Island" in the delta of the Fraser River (now Lulu Island) and was asked by McLoughlin for a report.¹⁵ He probably got it, but that island, though now a fertile district after having been dyked and drained, was too low, and too often subject to overflow at high water, to be available as a site for a post.

Further suggestions were considered. The Straits of Fuca were to be examined for a desirable site. Among other points, Birch Bay, a short distance south of the 49th parallel, was to be looked over.¹⁶ The search went on, and finally a new fort was established in 1843 at Victoria, on the southern end of Vancouver Island. Notwithstanding this, Fort Langley, though from that time subordinate to the new fort, continued to carry on.

Yale, in charge at Fort Langley, insisted on its maintenance, and McLoughlin accepted his advice. No change was to be made until further orders.¹⁷ If a better site were found, it would be considered. In any case, the salmon-fishery must not be sacrificed.¹⁸

The fort built in 1827 was situated on the Fraser River some two miles below the present site. It had been hurriedly constructed by unskilled workmen, with few tools. It deteriorated rapidly, and by 1839 rebuilding was necessary. The farm, now rapidly growing in importance, was some distance away. It was decided to abandon the old site and build a new Fort Langley nearer to the agricultural land. This in no way interfered with the salmon-fishery or the fur trade, which could be carried on with equal facility at either place. The new fort—four blockhouses and a stockade¹⁹—was soon completed and all available property removed to the new site by June 25, 1839, by which time "the square" at the new site had been surrounded by pickets and bastions and a store built to receive the goods.²⁰

The new fort did not last long. On April 11, 1840, the whole establishment, with small exceptions, was consumed by fire.

(15) McLoughlin to Yale, May 16, 1834 (H.B. Arch.).

(16) Simpson to McLoughlin, June 25, 1836. McLoughlin to Yale, Dec. 12, 1836 (H.B. Arch.).

(17) McLoughlin to Yale, Dec. 12, 1836 (H.B. Arch.).

(18) Douglas to Yale, Nov. 21, 1838 (H.B. Arch.).

(19) Douglas to H.B. Co., Oct. 14, 1839 (H.B. Arch.).

(20) Yale to Simpson, Jan. 15, 1840 (H.B. Arch.).

Furs to the value of £958 were destroyed.²¹ While rebuilding was going on, Chief Factor James Douglas and party visited the fort, much to the annoyance of Yale, who wrote to Governor Simpson that he had made only two requests of his visitors—to give him six good axes, and to be off out of his way as soon as possible. Douglas did not exactly comply with Yale's curt demand, but stayed long enough to square the timbers for one building, and then left Yale to his own devices.²² The new fort was 108 feet in length by 82 feet in width. There were serious fires in 1848²³ and 1852,²⁴ but none as destructive as that of 1840.

Simpson was disappointed in not being able to use the Fraser as a highway into the interior, owing to the fact that its navigation was so interrupted by rapids and falls as to render it impassable. In 1828, he made a personal inspection. The Fort Langley Journal for October 11 describes the visit of Simpson, who had come down to Fort Langley from Kamloops via the Thompson and Fraser Rivers, and found "that the river is much worse than any idea we could have formed of it, and renders the practicability of opening regular communication this way with the Indians most doubtful."²⁵

Even before the 49th parallel had been agreed upon, it was apparent that the boundary would follow that line. Alexander Caulfield Anderson, then at Fort Alexandria on the Upper Fraser, suggested to Simpson that he be allowed to explore a route from Fort Langley inland. This was approved and in May, 1846, Anderson left to see if a route could be made via the lakes from the mouth of Harrison River to Lillooet. He was not satisfied with this route and on his return trip he left the Fraser at Hope and went north-easterly to Kamloops. He reported that a practicable route could be made that way, but owing to the height of land at the summit, it could be used only between July and September.²⁶

After some attempts to find another route this was selected and from 1849 to 1858 the brigade followed it. Goods came to

(21) McLoughlin to Simpson, Sept. 2, 1840 (H.B. Arch.).

(22) Yale to Simpson, Feb. 10, 1841 (H.B. Arch.).

(23) Yale to Simpson, Mar. 18, 1849 (H.B. Arch.).

(24) Douglas to Yale, May 27, 1852 (H.B. Arch.).

(25) See also Merk, *Op. cit.*, p. 265.

(26) Howay, *Raison d'être of Fort Yale and Hope* (T.R.S. Can., 1922), p. 53.

Fort Langley by water and were there made up for carriage by the brigade, probably, as on the Red River, in packages by one hundred pounds, called "inland pieces."²⁷ They were then taken by boat to Fort Hope and overland to the interior. This transshipment at Fort Langley ceased when navigation on the Fraser was opened to Fort Hope in 1858.

The fort in its prosperous days has been described by the late Jason Allard, who was born within its walls. The palisade enclosed an area of approximately 630 by 240 feet. There were four bastions, one at each corner. These bastions were 20 feet square, with 18-foot walls and a roof covered with large split cedar shingles, known as "shakes." In each bastion were two nine-pounder guns and some smaller ones.

The palisade was made of split cedar logs, 15 to 18 inches in diameter, set in the ground close together and rising about 18 feet above it. These were flattened and held together by wooden pegs inserted in holes bored through them. A lookout and firing-step inside the palisade extended along the north side (next to the river) and part of the west side (facing down the river).

The gates of hand-sawn planks were hung on heavy iron hinges, and were of double-door design. They were only opened on special occasions. Each had a little wicket gate for ordinary use, only large enough to admit one person at a time. In the early days, watchmen were maintained at the gates.

The officers' residence, or "Big House," was a log building two stories high. On the first floor, the officer in charge and the clerks, with their families, lived. The second floor was reserved for the officers of the brigade when at the fort.

Near the "Big House" was the cook-house, where the meals were prepared for its occupants. Then came the stewards' quarters, for those who waited on the officers' table. Next the residences of the supervisor and Indian trader, the cooper and boat-builder, the blacksmith and dairyman. There were houses for the labourers, the Kanakas or Hawaiians, the cooper-shop, the traders' shop, store-room, blacksmith-shop, carpenter-shop, and

(27) Bryce, *H.B. Co.*, p. 33.

warehouses. While trade was being carried on in the traders' shop through a wicket, an armed guard was stationed on the upper floor.²⁸

Fort Langley's importance gradually decreased. The fur trade became of less importance as the years went on. The demand for the products of the farm decreased with the expiry of the lease from the Russian American Company. During the gold-rush of 1858, Langley was for a time the supply point for the placer mines on the Lower Fraser, but this ended when it was found that stern-wheel steamers could navigate the river to Hope and Yale.

In 1858, Governor Douglas selected the site of the first Fort Langley as the capital (or "seaport town," as he termed it) of the proposed new colony of British Columbia. Before the colony was organized, he had the site surveyed and laid out in town lots. The colony was duly constituted on November 19, 1858, and the officials sworn in as such, at Fort Langley. The detachment of the corps of Royal Engineers that had arrived in the colony in 1858 was at once set to work to erect the necessary government buildings.

On Christmas of that year, Colonel R. C. Moody, the commander of the corps, arrived at Victoria. One of his duties was to advise the governor as to the proper location of the capital. After some delay, owing to certain difficulties at Yale, he made an examination of the proposed capital at Fort Langley, and other possible sites on the Fraser. He selected a site farther down the river, at Queensborough, later renamed New Westminster. He objected to the Langley site, on the ground that it was the "frontier" or southern side of the river, "and no amount of expenditure and skill could effectually rectify the strong military objection to its position."²⁹

THE FUR TRADE.

Of course, the immediate cause for the establishment of Fort Langley was to carry on the fur trade with the Indians. Even then the Company did not have a monopoly of the trade, as there are, in the Fort Langley Journal, 1827-1830, and other material,

(28) Nelson, Denys, *Fort Langley* (Vancouver, 1927), p. 23.

(29) *Papers relative to the Affairs of British Columbia*, Pt. II., p. 61.

many complaints about the American vessels—the “Yankee Pedlars,” as the Hudson’s Bay Co.’s employees called them—selling goods to the Indians at lower prices than those charged by the Company, and paying higher prices for furs.³⁰ However, during its early years, the fur trade at the fort was very profitable.

It soon decreased. Continual hunting dried up the local sources of supply. Before 1839, there had been a gradual decrease, but there was an increase that year, because the Indians around the fort had been literally “dunned” into something like exertion.³¹ By 1845, the returns had become “trifling to an extreme.”³² In 1846³³ and 1847,³⁴ the fur returns continued to grow less. The last we hear of the matter is in 1851,³⁵ when Douglas reported that Fort Langley was still on the decline “owing to the growing scarcity of Martens and the low price of Beaver which the natives in consequence rarely hunt.” The silk hat had supplanted the beaver.

THE FISHERY.

The Fraser was, in the early days of Fort Langley, a noble river, teeming with fish, especially salmon. In summer, the salmon came up the river in countless thousands, seeking the spawning-grounds in the rivers and lakes of the interior. Hardly had the schooner *Cadboro* reached the site of the fort in 1827 than the crew were buying salmon from the Indians. By October, a shed had been built in which the dried salmon could be hung over fires to keep them dry and free from mould, a necessary precaution in a damp climate.

The first to make an effort to prepare salmon for export was Chief Trader Archibald McDonald, who succeeded McMillan in charge of the Fort in October, 1828. Without barrels or a cooper to make them, and little salt, he used on the fish what he had, and then smoked them, and so kept them preserved for local use.

This did not satisfy him. His ambition was to preserve the fish so as to be able to ship them to foreign markets for sale. In

(30) See Merk, *Op. cit.*, 329.

(31) Douglas to H.B. Co., Oct. 14, 1839 (H.B. Arch.).

(32) Yale to Simpson, Dec. 17, 1845 (H.B. Arch.).

(33) Ogden to Douglas to Simpson, Mar. 19, 1846 (H.B. Arch.).

(34) Douglas and Work to H.B. Co., Nov. 6, 1847 (H.B. Arch.).

(35) Douglas to Colville, Mar. 10, 1851 (H.B. Arch.).

1830, he salted some salmon, using makeshift barrels, but the experiment was not satisfactory. The fish did not keep well, and he was satisfied that they would not stand shipment to foreign markets. Accordingly, he appealed to Simpson to send him "a good Cooper"—one who knew "something of fish-curing."³⁶ Evidently, his request was granted, for from that time the shipment of salted fish from the fort increased yearly. By 1838, Douglas had been convinced that "in a few years" Fort Langley would "supply all the salt provisions required for the Coast."³⁷ Fort Langley did more, it commenced the overseas commerce of the Pacific Coast by shipping salt salmon to the Hawaiian Islands in large quantities.

In 1840, notwithstanding the destruction of the fort by fire, there was put up, besides local requirements, 400 barrels of salt salmon for export.³⁸

Not until 1843 was the fort fully equipped to handle all the fish available.³⁹ Yet in 1845, with salmon obtained in large numbers, there was not a sufficient quantity of salt on hand to meet the demand.⁴⁰ In 1846, 800 barrels of salt salmon were put up, of which 460 barrels were sent to the Hawaiian Islands, where they found a ready market at \$9 per barrel.⁴¹ Here is the genesis of the foreign trade of British Columbia.

There was a poor run in 1847, yielding only 365 barrels,⁴² but this was compensated for in 1848, when Fort Langley produced 1,703 barrels of salmon and 22 barrels of small fish (probably oolachans or candle-fish), and this although another fishery, which had been built 25 miles farther up the river, was destroyed by fire during the fishing season.⁴³ It was rebuilt immediately. In 1850, the pack was 2,000 barrels, part of which was sold in the Hawaiian Islands for as high as £2 10s. per barrel.⁴⁴ Later the fishing industry became centred at New Westminster.

(36) McDonald to Simpson, Feb. 10, 1831 (H.B. Arch.).

(37) Douglas to Yale, Nov. 21, 1838 (H.B. Arch.).

(38) McLoughlin to Simpson, Sept. 2, 1840 (H.B. Arch.).

(39) Yale to Simpson, Jan. 10, 1844 (H.B. Arch.).

(40) Yale to Simpson, Dec. 17, 1845 (H.B. Arch.).

(41) Ogden and Douglas to Simpson, Mar. 19, 1846 (H.B. Arch.).

(42) Douglas and Work to Simpson, Nov. 6, 1847 (H.B. Arch.).

(43) Douglas and Work to Simpson, Dec. 5, 1848 (H.B. Arch.).

(44) Douglas to Colville, Mar. 10, 1851 (H.B. Arch.).

So commenced the salmon-fishing industry in British Columbia, which has since attained such enormous proportions.

AGRICULTURE.

Farming also had its beginning at Fort Langley, not as a mere garden, but as a business proposition.

When James McMillan and his party came on his exploring trip in 1824, they did not attempt to enter the Fraser at its mouth, fearing that they might be attacked by the Indians there, who had a bad reputation among their neighbours.⁴⁵ He took a short cut to the Fraser, by going up a small river, the Nicomekl, as far as possible, and then portaging across a "plain" to a small tributary of the Fraser. Work's report of this trip says of this "plain" that "The soil here appears to be rich, is a black mould, the remains of a luxurious crop of fern and grass lies on the ground."⁴⁶ This "plain" is now known as "Langley Prairie," and is composed of some of the most fertile land in the Province.

The occupants of the original fort at first attempted to cultivate the land in the immediate vicinity, but had little success, as the land was poor. They later turned their attention to the prairie. In 1834, McLoughlin gave orders to cultivate as much as possible of it, as although it was low and level, "it was not subject to overflow from the spring floods." As much "barley and pease" as possible were to be grown.⁴⁷ This was the commencement of what was long known as the "Hudson's Bay Farm" at Fort Langley. As has been mentioned, the distance from the farm to the old fort was the main reason for the removal of the fort to the new site. Indeed, it was only after the new fort was built that the cultivation of the farm became a matter of importance in the work of the establishment.⁴⁸ In 1840, McLoughlin told J. M. Yale, who was then clerk in charge at Fort Langley, to keep as many ploughs going as possible.⁴⁹ Yale carried out his instructions faithfully, sowing in 1840, 304 bushels of wheat and 520

(45) Work's *Journal*, 3 Wash. Hist. Quar., p. 214.

(46) 3 Wash. Hist. Quar., p. 218.

(47) McLoughlin to Yale, Mar. 23, 1834 (H.B. Arch.).

(48) Yale to Simpson, Jan 15, 1840 (H.B. Arch.).

(49) McLoughlin to Yale, May 19, 1840 (H.B. Arch.).

bushels of potatoes.⁵⁰ The "barley and pease" seem to have been forgotten.

There was a reason for the anxiety of the officials of the Hudson's Bay Co. to increase the production of food on the farm at Fort Langley. There had been trouble on the Stikine River in 1834 between the Russian authorities and the Company, and this caused diplomatic discussions between the British and Russian governments.

In 1839, the trouble was settled by a lease from the Russian American Co. to the Hudson's Bay Co., signed at Hamburg, Germany, on February 6, 1839, of what is now known as the Alaska Panhandle, exclusive of the Islands along the Coast. The Russian American Co. was to abandon its trading stations along that coast, and form no new ones thereon for the term of the lease, viz., ten years, the Hudson's Bay to have full control. The Hudson's Bay Co. agreed to pay an annual rental therefor of 2,000 seasoned land-otter skins (excluding cub or damaged skins) taken or hunted on the west side of the Rocky Mountains, and also the right to purchase other otter skins at a fixed price. But what is particularly interesting to us is that by Article 4 of the Lease, the Hudson's Bay Company bound themselves to supply annually to the Russian Company 200 fenagos of 126 lbs. each, of wheat at the price of 10s. 9d. per fenago and also

160 cwt. wheat flour	at 18/5 p. cwt.
130 cwt. peas	at 13/ do.
130 cwt. Grits and hulled pot barley if it can be annually provided	at 13/ do.
300 cwt. salted beef	at 20/ do.
160 cwt. salted butter	at 56/ do.
30 cwt. Pork Hams	at 6d. per lb. ⁵¹

This agreement was renewed from time to time and came to an end on the cession of Alaska to the United States in 1867.⁵²

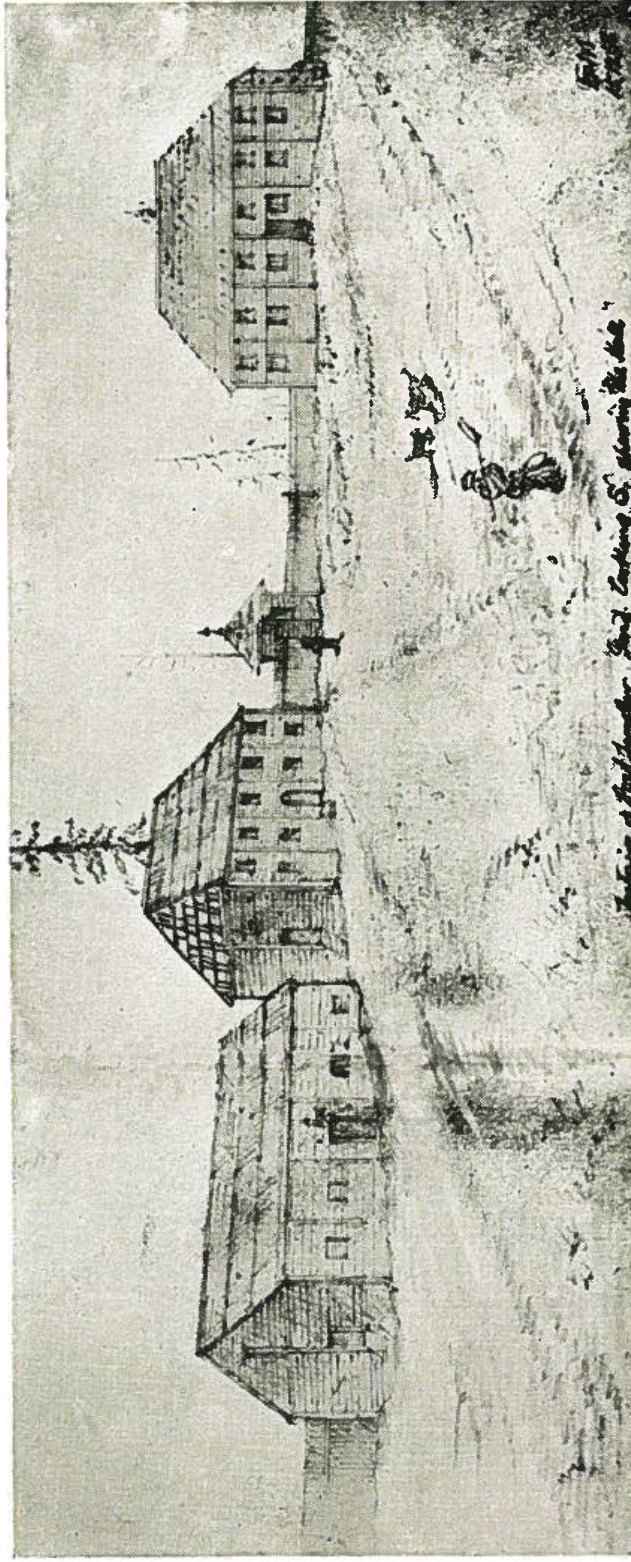
Hence the instructions to Yale and the reference particularly to "barley and pease."

By 1844, Yale had more land under plough than he was able to cultivate properly. Evidently, little or no draining had been

(50) McLoughlin to Simpson, Sept. 2, 1840 (H.B. Arch.).

(51) Correspondence of Foreign Office and H.B. Co.—Ottawa, 1899.

(52) Bryce, *H.B. Co.*, p. 496.



Interior of Fort Langley looking south. From an original drawing made in 1858 by E. Mallard.

done, for he complains of the soil being low and wet. He also complains of not being furnished with proper equipment for the work.⁵³ Notwithstanding this, Yale was doing well. When Warre and Vavasour visited the fort in 1845, they found 245 acres in cultivation and 20 men at work on the farm. There were then on the farm 180 pigs, 15 horses, and 195 head of "neat" cattle.⁵⁴ Notwithstanding that a portion of the land near the fort was covered with water in the spring freshet, and heavy rains in harvest time, Yale had 1,000 bushels of wheat for export.⁵⁵

In 1847, Yale looked forward to a bountiful harvest, but again rains injured the grain crop. Green crops and potatoes were abundant, the potatoes being of the finest quality.⁵⁶

Much of the produce of the farm went north to the Russian American Co. under the lease above referred to. In 1847, for instance, two Russian vessels came to Fort Victoria for wheat, beef, and mutton; a considerable part of their cargo was brought down from Fort Langley in small boats.⁵⁷

The Company was at all times anxious to increase the production of the farm, both for the supply necessary under the Russian lease and also for the provisions of the brigades to the interior. With this objective in view, in 1851, a number of farm labourers were sent out from England to assist in the work. Yale found them impossible to work with and discharged them. Douglas was disappointed, but obtained the services of other men better adapted to conditions in the Far West.⁵⁸

As the demand of the Russians for food supplies decreased, and the market afforded by the Gold Rush of 1858 ceased, there was not sufficient market for the products of the farm. Settlers came in and acquired lands in the vicinity and absorbed the local market. The farm became a liability instead of an asset.

In March, 1859, the farm, with its stock and equipment, but not the land and cows at the fort, was leased to C. J. R. Bedford,

(53) Yale to Simpson, Jan. 10, 1884 (H.B. Arch.).

(54) Warre and Vavasour to Sec. of State for Colonies, No. 1, 1845. Misc. Papers, H.B. Arch.

(55) Ogden and Douglas to Simpson, Mar 19, 1846 (H.B. Arch.).

Yale to Simpson, Dec. 17, 1845 (H.B. Arch.).

(56) Douglas and Work to H.B. Co., Nov. 6, 1847 (H.B. Arch.).

(57) Bancroft, *Hist. of B.C.*, p. 128.

(58) Douglas to Colville, Mar. 16, 1852 (H.B. Arch.).

then magistrate at Fort Langley, for a term of three years.⁵⁹ We have no information as to what success the tenant had in his venture. We do know, however, that in 1873, when John Fannin made an exploratory trip through this district for the Provincial authorities, the lands were idle, overgrown with weeds and fern.⁶⁰ On April 12, 1864, a grant was made from the Crown to the "Governor and Company of Adventurers of England trading into Hudson's Bay" of the Hudson's Bay Farm as Lots 21 and 22, Group 2, New Westminster District, the first lot containing 500 acres and the other 1,500 acres. These lots were subdivided into twenty blocks of 100 acres each. A survey was made in December, 1877, and deposited in the Land Registry Office at the City of Victoria, B.C., on January 28, 1884, a copy of which is deposited in the Land Registry Office at New Westminster as No. 126. The lots were sold at various times from 1883 to 1891 to private individuals, the first sale being to Rev. Alexander Dunn, the Presbyterian minister at Langley.

Fort Langley of to-day is but a pretty country village. Its periods of pre-eminence have ceased. But it has its memories of the days when the industries of civilization in British Columbia took form and shape in and around it.

ROBIE L. REID.

VANCOUVER, B.C.

(59) Dallas to Yale, March 25, 1859 (H.B. Arch.).

(60) Fannin's Report to C.C.L. & W. Aug. 1873, B.C. Sess. Papers, 1874; C.C.L. & W. Rept., p. 3.

APPENDIX.

List of Men in Charge of Fort Langley taken from the Records of the Hudson's Bay Company.

June 1827-Oct. 1828	James McMillan, Chief Trader.
Oct. 1828-Feb. 1833	Archibald McDonald, Chief Trader.
Feb. 1833-May 1859	James Murray Yale, Clerk (appointed Chief Trader 1844).
May 1859-Jan. 1860	William H. Newton, Clerk.
Feb. 1860-Aug. 1860	George Blenkinsop, Chief Trader.
Aug. 1860-Oct. 1864	William H. Newton, Clerk.
Oct. 1864-Aug. 1874	Ovid Allard, Clerk.
Aug. 1874-Dec. 1874	William H. Newton.
Jan. 1875-Oct. 1886	Henry Wark, Postmaster.
Nov. 1886-Aug. 1887	William Sinclair, Postmaster.
Aug. 1887-May 1892	James M. Drummond, Clerk.
June 1892-Jan. 1893	Walter Wilkie.
Jan. 1893-to closing of post June 26, 1895.	Frank Powell.

A selection from the original letters and documents upon which this article is based will be published in an early issue.

COLUMBIA RIVER CHRONICLES.*

Steamboat history on the waterways of the Kootenay goes back as far as 1865, when a small stern-wheel steamer was constructed on the Columbia River, just south of the 49th parallel, and appropriately christened the *Forty Nine*. She was built by Captain Leonard White, a famous pioneer pilot, who had guided the first steamers up many uncharted miles of the Columbia, Willamette, and Snake Rivers. The gold-rush to the Big Bend country had induced him to leave familiar channels once again, and try his fortune on the Upper Columbia. The *Forty Nine* was launched on November 18, 1865; and it is interesting to note that her engines dated from 1854, and had been used originally in the *Jennie Clark*, the first stern-wheeler ever built in the Pacific Northwest. She left Colville on her first trip northward on December 9, but encountered ice in the Arrow Lakes and was compelled to land her passengers and turn back. In April, 1866, she headed north again, and upon this trip succeeded in reaching the foot of Death Rapids, above the point where Revelstoke now stands. Unfortunately it quickly became evident that the days of the Big Bend rush were numbered. On her third trip the *Forty Nine* carried only three passengers; and thereafter she was crowded when south-bound with departing miners, many of whom were unable to pay their fares. Trade fell off rapidly, but she continued in service at irregular intervals for some years. Captain White remained in command until the autumn of 1869, when his health failed, and he returned to the Coast, where he died early in 1870.

It was nearly twenty years before a successor to the *Forty Nine* appeared, and in the interval the Kootenay was a practically abandoned and unknown country. Then in the early eighties interest and activity revived, due largely to the construction of the Canadian Pacific Railway to the north and of American trans-continental lines to the south. Prospectors once again searched the mountains, and much was heard of mining and land reclamation schemes. Some means of regular transportation became

* The author wishes to gratefully acknowledge assistance received from Mr. B. R. Atkins, of Revelstoke, in the preparation of this article.

essential, and in 1884 steamers appeared upon both the Columbia River and Kootenay Lake.

The vessel for the river service was a small 37-ton catamaran called the *Despatch*. She was built at Revelstoke by three well-known Kootenay pioneers—J. Fred Hume, later Minister of Mines in the Semlin Government, William Cowan, and Captain Sander-son—who had organized the Columbia Transportation Company. She was intended for the run from Revelstoke south to boundary, and it was hoped that she would be able to capture for Canadian merchants some of the trade in South Kootenay, which by 1884 was growing rapidly, and which was almost entirely in American hands. In this endeavour she met with some success; and from this small beginning an important enterprise developed, as will be seen presently.

The first steamer ever to ply the waters of Kootenay Lake was the steam-launch *Midge*, which was placed in service in 1884 by W. A. Baillie-Grohman, in connection with a land reclamation project. She was brought from Europe, and reached the lake safely after an eventful journey by sea and land. She crossed the Atlantic on the deck of the liner *Polynesian*, and is said to have been classified by the Customs as an agricultural implement, and thereby imported duty-free. She travelled by water to Duluth, and thence by rail to Sandpoint, in Idaho. From there it was necessary to carry or drag her bodily overland, a distance of some 40 miles, to the point now known as Bonner's Ferry, on the Kootenay River. From Bonner's Ferry she proceeded north under her own power to Kootenay Lake.

The *Midge* did not have the lake to herself for long. The year she arrived the Blue Bell Mine was purchased by the Kootenay Mining and Smelting Company, headed by Dr. Hendryx, and operations on a considerable scale were undertaken there. Other discoveries and developments followed. In 1887-88 Nelson sprang into being, and other now familiar names were added to the map of Kootenay. Trade required transportation and a number of small steamers were placed upon Kootenay Lake. Some of these were no more than large steam launches, such as the *Idaho*, which was brought in bodily in much the same fashion as the *Midge*, and the *Surprise*, which was built by the Hendryx Company to carry supplies to the Blue Bell Mine. In 1888, how-

ever, the latter company placed in service a larger and more important craft—the famous old steamer *Galena*, which was the first vessel on the lake designed for the passenger trade. She was a twin-screw steamer, 80 feet long and 16 feet wide. She was caught in a gale and sank in Pilot Bay in 1894, but was raised and remained afloat until 1897, when she was broken up, as her hull was found to be so rotten that necessary repairs could not be carried out. The *Galena* is remembered as the first lake command of Captain George Hayward, who ranked for many years as the senior captain of Kootenay Lake; and her engines were installed by Hiram (“Hi”) Sweet, later chief engineer of many of the lake steamers, who had arrived with the *Idaho*.

All this time the *Despatch* had had no consort on the Columbia; but it had become evident that she was incapable of handling the traffic effectively. The Spokane Falls and Northern Railway, a subsidiary of the Great Northern Railway, was expected to reach Little Dalles, on the Columbia River not far south of the boundary, in 1890; and a large, fast steamer was obviously required if trade was to be diverted northward to the Canadian Pacific main line at Revelstoke. This required more money than the Columbia Transportation Company had available; and Hume, Cowan, and Sanderson therefore joined forces with three influential new shareholders—J. A. Mara, who had operated steamers on Lake Kamloops; Captain John Irving, who was a power in the B.C. Coast shipping world; and Frank (later Sir Frank) Barnard, of Barnard’s Express fame. From this reorganization emerged the Columbia and Kootenay Steam Navigation Company, with a capital of \$100,000, of which \$50,000 was at once paid up.

J. A. Mara was the driving force in the new company, and he set about its development with energy. Alexander Watson, a well-known Victoria ship-builder, was brought to Revelstoke, where he laid the keel of a large stern-wheel steamer in December, 1889. This was the *Lytton*, which was launched in May, 1890, and completed in July, at a cost of about \$40,000. She was 131 feet long, 25½ feet wide, and of about 125 tons burthen. The engines of the old *Skuzzy*, Andrew Onderdonk’s famous Fraser River steamer, were purchased for the *Lytton*, but it was decided that they were not powerful enough, and they lay for a long time at Revelstoke unused. The new machinery purchased in their

stead gave the *Lytton* an average speed of 12½ miles per hour. Her maiden trip was made on July 2, when she sailed southward with a distinguished company aboard, including W. C. Van Horne and other Canadian Pacific officials. Her first officers were: Captain Frank Odin, master; Alex. Lindquist, mate; George E. Tunstall (Jr.), purser; Mr. Hattersley, engineer; and Mr. Henley, steward.

While the *Lytton* was under construction the Columbia and Kootenay Company purchased the stern-wheeler *Kootenai*, as a running-mate for the new steamer. She had been built in 1885 to carry men and materials for railway construction in the Selkirks, and had been tied up at Little Dalles, Washington, since 1886. It is said that the C. and K. paid only \$10,000 in promissory notes for her, and that she paid for herself in her first few trips. She was 140 feet long, but less powerful and speedy than the *Lytton*, and was used mostly on the 150-mile route from Robson, near which the Kootenay River joins the Columbia, north to Revelstoke. The *Lytton* plied the swifter waters south from Robson to Little Dalles, where she connected with the Spokane Falls and Northern Railway. During the low-water season she joined the *Kootenai* on the northern run. At times low water in the Revelstoke River prevented either steamer from proceeding farther than the head of Upper Arrow Lake; and in that event the small steamer *Marion*, owned by Captain Sanderson, gave an emergency service to Revelstoke.

The next few years were a busy time in the Kootenay. Some idea of the mining development which took place can be gained from the annual value of the mineral output, which rose from less than \$74,000 in 1890 to more than \$781,000 in 1894, and more than \$6,500,000 in 1898. The resulting trade was coveted by two great rival railway systems—the Canadian Pacific and the Great Northern—both of which entered the battle through an array of subsidiaries. As already noted, the Great Northern reached the Columbia at Little Dalles in 1890, over the line of the Spokane Falls and Northern Railway. The same year the Canadian Pacific secured control of the Columbia and Kootenay Railway, and pushed forward construction work on its projected line from Robson to Nelson. This line, completed in 1891–92, was the first to give rail access to Kootenay Lake. Soon after this the Great

Northern reached Bonner's Ferry, on the Kootenay River; and in 1895 the Nelson and Fort Shepherd Railway, which in reality was an extension of the Spokane Falls and Northern, was completed to Nelson and gave that city direct connection with the whole American rail system. Meanwhile the Slocan country was coming into prominence, and rivalry broke out afresh there. Nakusp became the base of Canadian Pacific operations, while Kaslo was favoured by the Great Northern. Under these circumstances it is not surprising that business boomed for the lake and river steamers in the early nineties. They were vital links between such rail-heads as Revelstoke and Robson on the Columbia and Nelson and Kaslo on Kootenay Lake, and, in addition, served many points which had no other means of communication with the outside world. Railway construction brought them great quantities of freight; and although the new lines, when completed, often eliminated a steamer service, trade was so plentiful that the vessels could be employed to advantage elsewhere.

More traffic required more ships; and in 1891 the Columbia and Kootenay Company added two large stern-wheel steamers to its fleet. Equally important, J. A. Mara realized that the time had come to turn over the management of the line to an experienced steamboat man, and succeeded in persuading Captain James W. Troup to accept the post. Even in those days Troup was famous, and was recognized as being a ship designer, swift-water pilot, and manager of outstanding ability. He was best known on the Lower Columbia, where he had risen to be superintendent of the water lines of the Union Pacific Railway. His acceptance of a relatively unimportant position in Kootenay must have seemed a strange move to many, but circumstances and his native ability combined to make it a stepping-stone to a new and remarkable career.

The new steamers added in 1891 were the *Columbia*, for the Columbia River route, and the *Nelson*, the building of which marked the expansion of the company's operations to Kootenay Lake. The *Columbia* was a particularly fine stern-wheel steamer, 152½ feet long and 38 feet wide, designed to relieve the *Lytton* on the difficult run south from Robson. She was built by Alexander Watson at Little Dalles, Washington, and, though Canadian owned and operated, was officially an American bottom throughout her

career. She was said to have cost about \$75,000. She entered service in August, 1891; and though troubled at first by small mishaps and the development of defects which required some rebuilding, she proved to be a successful and satisfactory vessel. She was placed under the command of Captain John C. Gore, a swift-water skipper of remarkable nerve and judgment, whom Captain Troup had persuaded to join him in the Kootenay. Captain Gore remained there the rest of his days, and was one of the best-known and most popular of all the lake and river captains.

As early as September, 1890, the Columbia and Kootenay Navigation Company had announced its intention to enter the Kootenay Lake trade; and the stern-wheel steamer *Nelson* was built at Nelson for this purpose. She was launched in June, 1891, and was ready for service in August. The *Nelson* was 134.4 feet long and 26.5 feet wide, and her gross tonnage of 496 made her by far the largest steamer on the lake. She was commanded by Captain McMorris, who had been on the old *Despatch* and *Lytton* on the Columbia, but who spent the rest of his career on Kootenay Lake. Her purpose in life was to carry Canadian merchandise into the Kootenay Lake centres, and to do her utmost to divert outward-bound trade to Nelson, over the new railway to Robson, and thence up the Columbia to Revelstoke and the Canadian Pacific main lines. At first she had things very much her own way, for her only competitor was the old *Galena*. In 1892 a second Canadian rival appeared, the 84-foot screw steamer *Ainsworth*, which by degrees acquired the reputation of being a sort of "old reliable" of the lakes. The *Nelson Tribune* records, in its issue of December 23, 1893, that she "never misses a trip and never comes in a minute behind time, not even when storms on Kootenay Lake make things lively for the deck passengers." Unfortunately the story of the *City of Ainsworth*—as she is called in the official registers but nowhere else—has not a happy ending. She was sunk in a squall in 1897, and, though raised and refitted, foundered in 1898 in a storm which overwhelmed her near Balfour, with the loss of nine lives.

Serious American competition commenced on Kootenay Lake in 1892, when the tug *Kaslo* and a number of barges appeared; and in the spring of 1893 the large stern-wheel steamer *State of Idaho*, built with the definite intention of outstripping the *Nelson*,

was completed at Bonner's Ferry. Old-timers will not soon forget the races between the two which took place that summer. The *State of Idaho* was 140 feet long and 23 feet wide, and soon proved she was a speedier craft than the *Nelson*. The Kaslo-Slocan boom was then at its height, and she succeeded in capturing much of the trade for the Great Northern Railway, with which she connected at Bonner's Ferry. But her career under the stars and stripes was destined to be a brief one. In November she ran ashore near Ainsworth in a fog, and, having been hastily surveyed and declared a total wreck, was sold to a passenger, Mr. G. Alexander, of Calgary, for as little as \$350. The next day she was towed to Kaslo, and no doubt could have been quickly repaired; but various delays and complications followed, and she lay for many months partly submerged in the harbour there. Eventually she was raised, refitted, registered as a Canadian vessel, renamed the *Alberta*, and placed on the Nelson-Kaslo route in 1895.

Several other interesting craft joined the lake and river fleet in 1892-93. The largest of these was the *Spokane*, 125 feet long and of 400 tons gross, which was built for the Columbia and Kootenay Company at Bonner's Ferry in 1892 for the Kootenay Lake service. She was used chiefly as a freight boat. In October, 1892, the steamer *Illecillewaet* was launched for the company at Revelstoke. She was powered with the engines of the old catamaran *Depatch* and, like her, was of freakish design. She was a sort of steam-scow, designed by Captain Troup to cope with low-water conditions, and could also be used upon occasion as an ice-breaker. She required only a few inches of water—so few that some one once declared that she could "run over sand-bars without wetting them." In service she fulfilled the hopes of her designer; and in the very early spring of 1895, when unusually low water put every other steamer off the run, she was able to make two trips a week between Trail and Northport, the new rail-head on the American side, with tonnage from the LeRoi Mine. Less fortunate was the small screw-steamer *Arrow*, launched at Revelstoke in October, 1893, for Captain C. W. Vanderburgh. That winter, and again in 1894, she struggled valiantly to keep the river channel open, a service for which her owner was publicly thanked; but in December, 1895, she was capsized in a sudden squall on Upper Arrow Lake, and her crew were drowned. Her

hull was found floating bottom up, and she was later righted and taken to Slocan Lake, where she ran for years.

Thus far the Columbia and Kootenay Company had had the good fortune not to lose a single ship; but in 1894-95 it suffered two disasters within a year. Very early on the morning of August 2, 1894, the steamer *Columbia* took fire while lying at a wood-pile just north of the International Boundary, and was burned to the water's edge. Seven months later, on March 17, 1895, the *Spokane* was destroyed by fire at Kaslo. She was being used at the time as a floating wharf, as the town pier had been swept away in the great floods of June, 1894, but was about to be recommissioned when she was burned.

The loss of the *Columbia* was a serious blow to the company, for she was by far the finest unit of its river fleet. Among the many useful services she and the *Lytton* and *Kootenai* had performed was the carrying to Canada of large numbers of American settlers bound for the Prairies. One of the most interesting stories of this Columbia River immigration route is recorded as follows in a Revelstoke paper: "Another large party of American settlers for the Prairies arrived by the *Columbia* Thursday from Little Dalles, Wash. A baby girl was born on the river near its mouth at Hall's Landing on Wednesday. The Bishop of New Westminster [Bishop Sillitoe], who happened to be on board, baptized her in full canonicals, and the ceremony created a considerable impression on the crowded steamer. The baby was christened Columbia Florence Holliday and was presented with a purse of \$80."

Captain James A. Anderson, who was purser on the *Columbia* during most of her career, recalls that the Archduke Franz Ferdinand, whose assassination precipitated the outbreak of war in 1914, travelled from Revelstoke to Robson on the *Columbia* in 1893, in the course of his coming-of-age trip around the world. The same year Mr. Anderson installed aboard the *Columbia* what may well have been the first ship-to-shore telephone. The office of the line was some distance from the dock at Revelstoke, and in order to avoid delay and save time a telephone was placed on the ship which could be plugged into a shore circuit as soon as she was tied up.

The loss of the *Columbia* and the *Spokane* reduced the C. and K. fleet to the *Lytton*, the *Kootenai*, and the *Nelson*, so far as large passenger ships were concerned, and a new building programme was therefore essential in 1895-96. The first new vessel laid down was the *Nakusp*, by far the largest steamer yet built for service on the Columbia. She was designed by Captain Troup, who spent many an evening poring over her plans; and it is interesting to learn that the main companionway built into the famous B.C. Coast steamer *Princess Victoria* some years later, under Captain Troup's direction, was a replica of that he had designed for the *Nakusp*. The latter vessel was built at Nakusp in 1895 by David Bulger, who was known all over the Northwest as a master-builder of wooden ships. He was born in Newfoundland, and came around the Horn as a ship's carpenter at the time of the California gold-rush. Later he moved to Portland, and, like so many others prominent in the maritime history of the Kootenay, was persuaded to come to Canada by Captain Troup. The *Nakusp* was launched on Dominion Day and completed in August. She was 171 feet long, 33.5 feet wide, and of 1,083 tons gross—more than twice the size of the *Lytton*.

In 1896 the *Nakusp* was joined by the stern-wheel steamer *Trail* and the tug *Columbia*. The *Trail* was a big craft, 165 feet long and 31 feet wide, but was designed chiefly for freight-carrying and barge-work. Barges had been in use for years; but the special design of the *Trail* and the building of a powerful tug indicate how important this trade was becoming. The whole Rossland District was humming with activity; and at this time all Canadian coal for the Nelson and Trail smelters and all merchandise for South Kootenay were routed from Revelstoke down the Columbia.

The Columbia and Kootenay building programme did not overlook the Kootenay Lake service, and in 1896 the passenger steamer *Kokanee* was built at Nelson. She was 142.5 feet long and 24.8 feet wide, and was only in commission a few months when her laurels were challenged by a new American-owned steamer, the *International*. The latter was almost exactly the same length and breadth as the *Kokanee*, and, though she flew the Canadian flag, was owned by the Kootenay Railway and Navigation Company, a Great Northern subsidiary. The racing which had featured the rivalry of the *Nelson* and the *State of Idaho* in 1893 was revived

with zest; but in 1896 it was the Canadian contestant which won. On her trials the *Kokanee* had covered 12 miles in 40 minutes, and in regular service she revealed a turn of speed which the *International* could not equal.

The year 1896 witnessed highly important developments ashore as well as afloat. The completion of a Canadian Pacific branch line from Revelstoke to Arrowhead, which saved much time and trouble, especially in the low-water season, indicated which way the wind was blowing. The Kootenay trade had become so important that better connections with the Canadian Pacific rail system were imperative. This would be provided later by the Crow's Nest Railway, upon which construction had commenced; but in the meantime it was necessary to depend upon the river and lake steamers. Even with its enlarged fleet the Columbia and Kootenay line was regarded as inadequate, and a paragraph in the annual report of the Canadian Pacific Railway tells the rest of the story. "The Company," it reads, "has been at a great disadvantage in reaching the traffic in the mining districts of Southern British Columbia in having to depend upon steamboat connections controlled by other parties. The rapid growth of the traffic, the high rates exacted, and the inadequate service performed, led your Directors recently to negotiate for the purchase of the entire property of the Columbia and Kootenay Navigation Company, consisting of seven steamboats, ten barges, mechanical shops, office buildings, warehouses, etc., and to put under contract for immediate construction three additional steamers for service on the Arrow and Slocan Lakes. You will be asked to approve the expenditure of \$280,000 for the boats purchased and under contract, and for a tug-boat and barges that will probably be required."

The sale of the company to the Canadian Pacific was announced in the last days of 1896; and events of the next year or so revealed how rapidly the C.P.R. interests in the Kootenay were expanding. The climax was to come in 1898, when the smelter at Trail was taken over, the railway from Nelson to Robson was extended to Trail and Rossland, and the Crow's Nest line was completed to Kootenay Lake.

Of the three new steamers built by the Canadian Pacific in 1897, two were for the Columbia River service from Arrowhead

to Robson. These were the *Rossland* and a new *Kootenay*; and both were designed by Captain Troup and built at Nakusp by David Bulger. Their machinery was installed by Davy Stephens, another very well-known figure, who engined practically all the large Canadian steamers subsequently added to the lake and river fleets. The *Kootenay* resembled the *Nakusp*, but was somewhat larger, being 183.5 feet long, 32.6 feet wide, and of 1,117 tons gross. With her appearance the original *Kootenai* was withdrawn from service and dismantled. The old steamer was for years a fond and familiar sight to old-timers along the Columbia; and among her many useful services, which included the carrying of the first ore shipments sent north from Slocan and Trail, they will recall her ice-bound rest of two months, south of Wigwam, in 1896, when she was endeavouring to keep the northern river open.

The *Rossland* was as long as the *Kootenay*, but not so wide, and her gross tonnage was 884. What she lacked in size she made up for in speed, for she was probably the fastest of all the river and lake steamers. On one trial trip she travelled from Arrowhead to Nakusp in 1 hour and 42 minutes, at an average speed of more than 20 miles per hour. Her fuel-consumption at this pace was so great, however, that she was only run at full speed when circumstances justified the extra expenditure. The *Kootenay*, on the other hand, was much more economical to operate; and upon occasions she made the return trip from Arrowhead to Trail on as little as 18 tons of coal—a result made possible by slow steaming over the portion of the long run covered at night.

The third new vessel contracted for by the Canadian Pacific was the *Slocan*, a 155-foot stern-wheel steamer designed for service on Slocan Lake. At the same time the railway purchased the small screw steamer *Wm. Hunter*, the pioneer craft on the lake, which had been running since 1892. She was built by J. Fred Hume, one of the shareholders in the original Columbia Transportation Company, which had constructed the catamaran *Despatch* in 1884. In 1898 the tug *Sandon* was added to the Slocan Lake fleet, and she and the *Slocan* remained in service until as recently as 1927, when the new tug *Rosebery* was launched and the older vessels dismantled.

The *Kootenay*, *Rossland*, and *Nakusp* gave a fast and efficient service from Arrowhead south. Unhappily the trio was not

destined to remain intact for long, for on December 23, 1897, the *Nakusp* was destroyed by fire at Arrowhead. She was replaced the next year in an unexpected fashion, when the steamers *Minto* and *Moyie*, originally intended for service on the Stikine River in connection with the Klondyke gold-rush, were diverted respectively to the Columbia River and Kootenay Lake instead. They were the first steel stern-wheel steamers added to the fleet, and were shipped to British Columbia in sections from Toronto. They were both lengthened by the addition of an extra 20-foot section, and as finally launched were 161.7 feet long and 30.1 feet wide. Their gross tonnage was about 830. The *Minto* was assembled at Nakusp and the *Moyie* at Nelson, and both are still in service to-day.

In this same year, 1898, the Canadian Pacific placed the powerful tug *Ymir* on Kootenay Lake. She was joined by the *Valhalla* in 1901 and the *Hosmer* in 1909, and all three were kept busy handling barges between Kootenay Landing, the rail-head of the Crow's Nest line, and Procter, near Nelson. The large steel barges used carried as many as fifteen cars each; and four of these were required each day to handle the traffic. A similar barge service was maintained between Arrowhead and Nakusp; and in 1909 the tug *What Shan* was built specially for this route. She came to a curious end in 1920, when her hull was dismantled and her machinery installed in the new tug *Kelowna*, on Okanagan Lake. To-day the tug-boat fleet has dwindled to only two vessels—the *Columbia*, which was completely rebuilt in 1919, and the *Granthall*, a powerful new steamer put afloat on Kootenay Lake in 1928.

In 1898 Captain Troup left the Kootenay to take charge of the Canadian Pacific B.C. Coast steamers; and during the next thirty years he there built up what is recognized as being the finest fleet of its kind afloat. He was succeeded as manager of the lake and river steamers by Captain John C. Gore, who retained the position until his death in 1917. Captain Gore was in turn succeeded by Captain Douglas Brown, who retired recently.

Before leaving for the Coast, Captain Troup enjoyed one last exciting swift-water experience. In the summer of 1897 the *Lytton* was commissioned to make a series of special trips to carry machinery to the foot of Death Rapids, north of Revelstoke. She

left Revelstoke on her first trip in the early morning of August 5. Captain Troup was personally in charge; her master, Captain Albert Forslund, piloted her; and James Townsend, who knew the river well, was taken along to advise about the course. For safety, all passengers were put ashore at the foot of the canyon, and they with the crowd assembled saw a great sight. For six hours the steamer lined and coughed, capstanned and chugged, breasting and beating the roaring rapids, before she whistled "all's well." It was 11.45 a.m. before she was over the first rapids, 3.45 p.m. before she was through the canyon and second rapids. Some idea of the swiftness of the water may be gained from the fact that she came down on the return trip in 6 minutes and 51 seconds. Captain Troup then turned her over to Captain Gore, who, with Captain Forslund in the pilot-house, finished the contract in three more trips.

These adventures of the *Lytton* had a sequel; for in 1901 four Revelstoke men—Frank McCarty, G. S. McCarter, Thomas Kilpatrick, and A. E. Kincaid—formed the Revelstoke Navigation Company, to give a regular service on the upper reaches of the river. The steamer *Revelstoke*, designed by Captain Troup, was built at Nakusp in 1902, and for fourteen seasons battled with the rapids of the Columbia. She was 127 feet long and of 309 tons gross; and throughout her career she was in charge of Captain Forslund, master, and Henry Colbeck, engineer. She came to her end in 1915 at the great mill fire at Comaplix, where she often tied up during the winter months. She was not replaced, and no other steamer has ever given a regular service in those waters.

By the turn of the century it was evident that both passenger and freight traffic would pass more and more from rivers and lakes to roads and rails; and little need be added to complete these chronicles. The wooden steamer *Kuskanook*, 193.5 feet long and of 1,008 tons gross, was built at Nelson and added to the Kootenay Lake fleet in 1906. Five years later, in 1911, the big steel steamer *Bonnington* was built at Nakusp, and commenced running on the Arrowhead—Robson route. She was 202.5 feet long and of 1,700 tons, and was thus by far the largest vessel ever built for service on the Columbia River. Though so large, the use of compound engines made her economical to operate. She developed 1,200 H.P., and an idea of the size of her machinery may be gained from

the fact that her piston-rods were a fraction of an inch more than 24 feet long. In 1913 a similar steel steamer—possibly the last of the famous old stern-wheel fleet—was built at Nelson and named *Nasookin*. Her gross tonnage was 1,869 and her length just over 200 feet.

The progress of the railway continued relentlessly, and with the opening of the Kettle Valley Railway for through traffic in 1916 the glory of the Columbia River steamers departed. Only the tourist and local freight traffic remained to them, and the former dwindled steadily. The spirit of old times lingered on Kootenay Lake until 1931, when the completion of the railway from Procter to Kootenay Landing eliminated the last important water link in the Kootenay transportation system.

One by one the old steamers have been dismantled or diverted to other services. The *Lytton* dropped off the list as long ago as 1903. The *Rossland* followed in 1918 and the *Nelson* in 1919. In 1920 the *Kootenay* became a house-boat for Captain Sanderson, and 1923 found the *Kokanee* acting as a floating hotel in Deanshaven. The *Kuskanook* was broken up at Nelson in 1931. The newest and finest steamers are now too large for the traffic offering and the *Bonnington* lies idle at Nakusp. The *Nasookin* has been sold and reconstructed and now serves as an automobile ferry between Fraser's Landing and Gray Creek. To-day only the old *Minto* and *Moyie* ply the waters for which, oddly enough, they were never intended.

Gone are the days when six steamers tied up in a row at Revelstoke and international rivalries led to dashing races on Kootenay Lake. Gone are the days of "white-water" runs, of forced steam, snags, sweepers, sand and gravel bars, rocks and ripples, low-water days, ice bridges, and all the romance and urge of the great river's business in the days when Kootenay was in the making. Gone, seemingly—we live and forget so much quicker now—as far into the neglected past as the gold-digger's little *Forty Nine*, and the bateau brigades of the North West and Hudson's Bay companies.

One can only hope that, after the fashion of most good stories, something of the history and immense vitality of those old days will somehow manage to survive.

JAMES FITZSIMMONS.

NAKUSP, B.C.

EARLY SETTLEMENT ON BURRARD INLET.

In the first number of this *Quarterly* I attempted to give an outline sketch of the early commercial activities on Burrard Inlet down to 1870. It is now proposed to complete that outline by tracing the general development on the inlet during the same period.

The first rude rough trails in the peninsula between the Fraser River and Burrard Inlet owed their existence to the necessity of protecting the capital. Upon the advice of Colonel R. C. Moody, the Commanding Officer of the detachment of Royal Engineers then stationed in the Colony of British Columbia, Governor Douglas, in 1859, had selected the site of New Westminster as its capital. Vancouver Island was at that time a separate colony, though under the same governor. This selection made, the next step was to reserve lands for military and naval purposes on Burrard Inlet. These included naval reserves of 110 acres and 788 acres at "Jericho" and Point Grey, upon a part of which the University of British Columbia now stands; a military reserve of 354 acres on the south side of the First Narrows—the Stanley Park of to-day; another military reserve of about 950 acres on the north shore, immediately opposite; a naval reserve of 155 acres near the place later known as Granville; another naval reserve near Port Moody, 110 acres; and two military reserves, of 190 acres and 127 acres respectively, on the north and south sides of the entrance to Port Moody. It must be admitted that every point of vantage had been reserved to protect the embryo capital.

Communication between the capital and the inlet with all these defence reserves was a military necessity. Out of this necessity came the first two trails on the peninsula: one from New Westminster to Port Moody, at the head of the inlet, and the other to the naval reserve on English Bay, or the "outer anchorage," as it was first called. The former was made in 1859; two years later it was transformed into a road—the North Road. But as most of the men-of-war then on this station were sailing vessels and as the navigation to Port Moody was tedious, owing to the variable winds and the strong currents of the two narrows, Colonel Moody thought it well to cut a trail 13 miles in

length to the south side of English Bay, to afford the earliest and latest contacts with them. The line of this trail was, roughly, along an extension of Douglas Street (Eighth Street), New Westminster, for a mile and a half; there it turned to the left to reach the head of False Creek, and thence along the southern shore to the vicinity of the naval reserve, the "Jericho" of later years.

It is extremely difficult to piece together the facts regarding the making of this trail, but the statements that follow are believed to be accurate. A glimpse of the incipient animosity between Governor Douglas and Colonel Moody can be caught in the correspondence touching the matter. It would be interesting to know how much information the Governor had at this time of the land-grabbing activities of the Colonel. Obviously the trail was a military necessity (or, at any rate, most desirable from a military point of view), but Douglas chose to regard it as one for settlement, and ordered that the opinion of the Secretary of State be obtained before the work was undertaken. Apparently that official approved, for in October, 1860, the trail had been carried through to False Creek. There the work stopped for a time, but in February, 1861, Douglas authorized the remainder to be constructed, and it seems that some time in the following autumn it was completed to the vicinity of "Jericho." So far as can be ascertained, this trail does not appear to have come into general use. Its sole purpose was military, an auxiliary protection for the capital.

But in January, 1860, Governor Douglas, who was the whole law-making authority in the mainland Colony of British Columbia, issued a Pre-emption Proclamation—that is, made a law—setting forth the terms on which agricultural land could be obtained. The first land applied for was, naturally, along the trail, later the North Road. Attention was next directed to the fine farming area around Burnaby Lake and soon many pre-emptions in that locality were recorded. In consequence, whilst the military trail to "Jericho" was under construction, a contract was let to Sparrow & McDonald to make a trail along an extension of Douglas Street to enable settlers to reach that desirable section of the country. Possibly the fact that Colonel Moody had large landed interests in that direction may have

been a factor in the early performance of the work. From the records of the Department of Lands and Works, of which Colonel Moody was Chief Commissioner, it appears that by December, 1861, a trail of some sort had been built for a considerable distance along the line later known as the Douglas Street Road or Douglas Road. The contract had been for $4\frac{1}{2}$ miles of trail at £79 per mile; however, only $3\frac{1}{2}$ miles were completed at a cost of £373 12s. 4d. It may be added here, parenthetically, that, whilst the decimal currency was in common use in business, the official accounts were kept in sterling money until January 1, 1866. Inasmuch as this trail began $1\frac{1}{2}$ miles from New Westminster, at the point where the military trail to "Jericho" turned off towards False Creek, it follows that it must have ended about 5 miles from that city, or somewhere in the neighbourhood of the junction of the present Sperling Avenue with Douglas Road.

Thus in December, 1861, the transportation lines in the peninsula were three in number: the North Road, just completed as a *road*; the military trail to "Jericho"; and the settlement trail, the germ of the present Douglas Road, which then ended, as above indicated, near Burnaby Lake.

As early as December, 1859, people were seeking to obtain land on Burrard Inlet. The Pre-emption Proclamation had not then been issued; but in anticipation of possible developments a Government reserve for a town near the Second Narrows, later known as Hastings Townsite, was created, about 1860 or 1861. The exact date is difficult to determine, for the material in reference to the formation of the reserves on the inlet, whether naval, military, townsite, or Indian, is extremely vague and indefinite.

The late George Turner, one of the Royal Engineers, in giving evidence in the Deadman's Island case, stated that some time, probably in 1862, he was with Colonel Moody on H.M.S. *Grappler*, when the Colonel landed and marked a spot near the Second Narrows at which he desired the Douglas Street Road to end. In April, 1862, the Government called for tenders for the construction of "a wagon road, eighteen feet wide, from six miles out of Douglas Street to a blazed tree on the south shore of Burrard Inlet, at or about the Second Narrows." Presumably this road was to begin where the existing settlement trail ended

near Burnaby Lake; and, presumably also, the "blazed tree" was the spot that Colonel Moody had shown to Mr. Turner. The notice further stated that the line "will be blazed as soon as possible." As the road to the Second Narrows (Hastings)—the Douglas Road—was not built until 1865, the inference is that the tenders were too high or that the money was not available. There are some who think that though no road was then built, a trail may nevertheless have been constructed in 1862 from Burnaby Lake to the inlet, but of this there is so far as I know no satisfactory evidence.

In October, 1862, came to the inlet the three men whose names are linked with the development of Vancouver, its first inhabitants: William Hailstone, John Morton, and Samuel Brighthouse. They settled on a piece of land adjoining the military reserve, now Stanley Park. At that time there was no connection between Coal Harbour and New Westminster; they accordingly built a trail to connect at False Creek with the military trail to "Jeri-cho." In 1863, according to Mr. Turner, they were operating a small brickyard on their land, later known as Lot 185. They had built a house and cleared some of the lot, but the absence of reasonable facilities for marketing their produce caused them soon to abandon residence on the property, though they retained their ownership.

Under instructions from Colonel Moody, George Turner, R.E., who has been already mentioned, made, in February and March, 1863, the first survey on Burrard Inlet. Beginning at the Townsite reserve, a part of which afterwards became known as Hastings, he surveyed along the south shore of the inlet, westerly, laying out, in succession, Lots 184, 183, 182, and 181, a Townsite reserve (which appears to have included the original naval reserve in that vicinity), and Lot 185. This brought him to the military reserve at the First Narrows—the Stanley Park of to-day. Lot 185 was the Hailstone, Morton, and Brighthouse property. Lot 184 was granted in January, 1864, to John Graham, a clerk in the Government Treasury. Lot 183 was granted in October, 1863, to Thomas Ranaldson, who early in 1865 conveyed it to H. P. P. Crease, later Mr. Justice Crease. Lot 182 was granted to H. P. P. Crease in October, 1863. Lot 181 was granted to Robert Burnaby in October, 1863; in 1869 it became the

property of Edward Stamp, the manager of the British Columbia and Vancouver Island Spar, Lumber, and Sawmill Company. Out of the Townsite reserve, which lay between Lots 181 and 185, was first carved Lot 196, which was granted to Captain Stamp's Company, the B.C. & V.I. Spar, Lumber, and Sawmill Company, on November 30, 1865. On it that company erected the mill then known as Stamp's mill, later the Hastings Sawmill. Granville Townsite was laid out on a portion of the remainder of this reserve. In connection with the establishment of Stamp's mill it may be added that the water required for its operation and protection was brought in by means of a flume some 3 miles in length; it was obtained from the stream that flows out of Trout Lake, on Lot 195.

With the growth of trade consequent upon the operations of Graham & Company's, later Smith's, and still later Moody & Company's mill on the north shore, the necessity for a road from New Westminster to the Townsite reserve near the Second Narrows became pronounced. In September, 1864, C. W. Holmes forwarded to the Colonial Secretary a plan of a proposed road from the end of the existing trail near Burnaby Lake to Hastings Townsite (which did not however then bear that name), a distance of about 9 miles. He added: "The present old road or trail extends about $4\frac{1}{2}$ miles from New Westminster and was made I believe about four years ago." His proposal met with approval. Tenders were invited, and the contract for building a wagon road from New Westminster to Hastings, the Douglas Road, was awarded to John T. Scott—a man who is affectionately remembered by all old-timers as "Colonel Scott." The cost was roughly estimated at \$15,000. In October, 1864, the work was reported to be "getting along famously." Through the autumn about one hundred and fifty men were employed. After closing down during a part of the winter, work was resumed early in January, 1865, and completed in May. The *British Columbian* of May 15, 1865, recorded that the Douglas Road was finished and that the contractor had driven Governor Frederick Seymour and A. N. Birch, the Colonial Secretary, over the whole road on the previous day. We have no description of that trip, but it requires little imagination to realize its discomfort. The road was then guiltless of anything like macadam. Its bed had not

yet settled; many low, wet places remained that were far softer and more miry than the higher ground; the worst marshy spots were covered with that terrible pioneer material — corduroy. Drummond's words, had they then been written, must have been in the Governor's mind:—

“ De corduroy road go bompety bomp,
De corduroy road go jompety jomp,
An' he's takin' beeg chances upset hees load
De horse dat'll trot on de corduroy road.”

This road—the Douglas Road—ended at the tree blazed by Colonel Moody some three years before, a short distance west of the Second Narrows in the Townsite reserve, later Hastings. At first the terminus had no name; it was simply, in fact and in name, “The End of the Road.” But as the people of New Westminster began to frequent it for sea-bathing, John Robson suggested in the *British Columbian* that it should be called “Brighton,” after the celebrated seaside resort, and Brighton it became. In August, 1865, Oliver Hocking and Fred Houston opened there the first hotel on Burrard Inlet, which they called the “Brighton Hotel”; they laid out beautiful grounds and picturesque walks, and Brighton took upon itself the aspect of an up-to-date watering place with all the facilities for boating and bathing. Mr. Charles Septimus Jones, the manager of the Bank of British Columbia in New Westminster in 1864–65, tells us that he sometimes walked over the “trail” to Burrard Inlet, a distance of 8 miles, as he says, through an avenue of immense fir trees. Brighton then consisted only of the hotel and a few houses; no streets, just a winding pathway amongst the blackened stumps; a mere clearing on the edge of the inlet and almost shaded by the gigantic trees. Yet pleasure parties came in the summer almost daily by horse and buggy over the road, for it was the only one available to the people of New Westminster for wheeled conveyances—the North Road had been allowed to go to ruin. Occasionally picnics were organized and a steamer chartered with a band and all the accessories, especially when some large vessel or man-of-war was in the inlet. One such excursion took place in August, 1865, when Captain Stamp was loading his first spar ship, the *Aquila*. The fact that this vessel was taking to Cork, Ireland, a sample of almost everything produced in the colony—spars, lumber, hides, wool, coal,

salt salmon, and cranberries—probably added to the public interest. In view of these frequent excursions by water Oliver Hocking, the proprietor of the Brighton Hotel, began the construction of a wharf there.

But it was not until Stamp's mill was ready to run that a public conveyance was placed on the road. In July, 1867, a date that synchronizes with the commencement of lumber manufacture by Stamp's company, W. R. Lewis, a hotel proprietor in New Westminster, put on a semi-weekly stage. By October business had increased so much that he enlarged the service to a daily one. The stage left New Westminster at 10 o'clock in the morning and connected at Brighton with Captain James Van Bramer's ferry-boat, the *Sea Foam*, for Moody's mill. Though only about 4 miles separated Brighton from Stamp's mill, this small ferry went first across to Moody's, then back to Stamp's and on to Brighton. Despite the public clamour for a road, the same roundabout route by water continued down to 1876; and this notwithstanding an offer by Captain Stamp to bear one-half of the cost of the extension. Lewis's stage left Brighton each afternoon at 3 o'clock on the return journey. The arrival and departure of the stage was announced by the stirring notes of a bugle, a sort of old land touch. Having constructed the road to Brighton, the Government paid small attention to it, with the result that, when the winter rains came on, it was almost impassable. The *British Columbian* complained that "a road over which there is so much traffic should not be treated with indifference and neglect." But it added that it was understood the Government was "not sweet upon that road." The traffic continued to grow; the Government awoke to its duty; the road was repaired; and in August, 1868, Mr. Lewis was operating two daily stages—a four-horse and a two-horse stage—while Henry Elliott also ran a two-horse stage. The inlet was being well supplied with transportation facilities. More than that: the travel on the road, pedestrian as well as vehicular, was already so great that in October, 1867, Charles Seymour opened a wayside house, the Lake House, on the Finlayson farm (Lot 87), near the little stream that connects Deer Lake and Burnaby Lake. This stopping-place, being midway between the two termini, became quite popular, largely because of the good hunting and fishing then to be had on those lakes.

Soon after Stamp's mill began to operate, Captain John Deighton, familiarly known as "Gassy Jack," established a hotel, first apparently called the Globe House, but later the Deighton Hotel. This was in October, 1867. From his nickname the village that was growing up around Stamp's mill became known locally as "Gastown"; and Gastown it was until 1870, when it was officially named Granville. But the old name persisted in local use and even succeeded, as late as 1877, in finding its way to a place on the Admiralty charts. In November, 1873, "Gassy Jack" sent two letters to the *Mainland Guardian*, the first dated from "Gastown" and the second from Granville. As "Gassy Jack" was the best-known man on the inlet outside of Captain Stamp and "Sue" Moody a few words regarding him may be added. He was an original character worthy of the pen of Bret Harte. A native of Hull, England, he was one of those restless adventurers whom the lure of gold drew to California in 1849. After trying his luck with varying results in Californian mining camps, the fickle goddess beckoned him to the Fraser River and he came with the rush of 1858. He was a miner for a time; then a revenue officer; and then an officer on Captain William Moore's steamer *Henrietta*, on the run to Douglas and Yale. Later he was master of the *Flying Dutchman*, and pilot and master on various other river steamers. Tiring of that life, he retired to open the hotel at Stamp's mill. He was a man without education, but that did not prevent him from airing his views on any and every subject, his lack of "book learning" being compensated for by his wide and varied experience. His fondness for talking gained him his soubriquet: he was no longer Captain Deighton but "Gassy Jack." He died in June, 1875.

In March, 1869, Oliver Hocking sold the Brighton Hotel to Maximillien Michaud, who had for years been connected with the Colonial Hotel in New Westminster. The End of the Road, or Brighton, then became locally known as "Maxie's." At the same time Michaud became postmaster at Brighton; and W. R. Lewis secured the contract for carrying the mail to and from New Westminster. Two months later Lewis established a regular express service to Brighton and Burrard Inlet. All this time there had been no division of the townsite; people had just squatted and built where they pleased. But in November, 1868, the Assistant

Surveyor-General, B. W. Pearse, arrived with a party at Brighton from New Westminster to survey a part of the townsite into lots. That done, the place known as Brighton, The End of the Road, and "Maxie's" disappears and in its stead comes "Hastings, the new town at Burrard Inlet." R. E. Gosnell in the *Year-Book of British Columbia*, 1897, states that it was named after Admiral Hastings, or to give him his full title, Rear-Admiral the Hon. George Fowler Hastings, C.B., of H.M.S. *Zealous*, on this station, 1866-69. Though no definite information on the point has been discovered, this origin would appear to be correct. The *British Columbian* in March, 1869, speaks of Admiral Hastings as "A good friend to this colony"; and suggests public recognition of his approaching departure. In that month also the name of the Literary Institute at Moody's "as a compliment to Admiral Hastings" was changed from New London Institute to Hastings Institute. The survey and plotting of the townsite of Hastings synchronizes with the Admiral's departure, and so does, very nearly, the advent of the Hastings Mill. The first sale of lots was scheduled to be held by auction on July 10, 1869, at New Westminster, but it did not actually occur until a month later. Henry V. Edmonds, the auctioneer, succeeded in disposing of only seven lots, as follows: Lots 2, 3, and 4 for \$150 to Maxime Michaud; Lots 9 and 36 to W. R. Lewis for \$100; and Lots 34 and 35 to Ebenezer Brown for \$100. These lots had gone at the upset price of \$50 each; but though the remaining lots were offered at that price, no one was found with enough faith in the future to bid it.

On Burrard Inlet then, in 1869, were these three villages: Hastings; Moody's Mills, later Moodyville; and "Gastown" or Granville. The great business of the inlet was at Moody's, where both the water and the steam-power mill were operating; its large wharf accommodation gave ample space for a dozen vessels at a time. It was the most progressive of the settlements, and was the place where until the middle seventies almost every forward movement, social or economic, had its origin. It was then the largest of the three and even boasted names for the paths that answered for streets, Kanaka Row and Canary Road, for example. Its population was probably less than two hundred. The old Brighton, even under its new name—Hastings—remained but a stopping-place, galvanized into a few moments of activity, two or

three times a day, by the arrival of the stage from New Westminster. It had no industries of any kind. "Gastown," or Granville, suffered under two handicaps: the absence of a road to connect it with Hastings, and the financial difficulties in which the so-called Stamp's mill found itself from January, 1869, until it became the Hastings Saw Mill Company in August, 1870. Then new life came to Granville and it began to grow, though very slowly at first. All three were merely small clearings in the dense forest that then covered both sides of the inlet, though at Moody's the forest was pressed somewhat farther back than was the case in regard to the others.

To conclude this paper a few disconnected notes of events on the inlet will be given. These in the main will relate to the period before 1870, though a few of more recent date may be included.

So far as is known, the first person to undertake farming on the inlet, beyond the limits of the City of Vancouver, was Hugh Burr, who settled on Lot 193, at the mouth of Seymour Creek, about 1864. There he established, despite the wolves and cougars which then were very plentiful on the north shore, the first dairy and fruit farm on the inlet. He found a market in the three little villages and in the ships that came for lumber. From the newspapers it appears that in February, 1865, he had a rowboat at the end of the North Road, from which it is inferred that his only means of reaching New Westminster was by that route.

The first religious service on the inlet was held on June 19, 1865, at Moody's Mill, by the Rev. Ebenezer Robson, a pioneer Methodist missionary, later well known as the Rev. Dr. Robson. He was a brother of the Hon. John Robson, then editor of the *British Columbian*. This pioneer congregation consisted of fifteen men, including in the number Captain Howard of the barque *Metropolis*, then loading at the mill for Mexico. Almost nine years elapsed before the first religious service was held at Granville. That was on Sunday, March 1, 1874, in the Deighton Hotel, by the Rev. Mr. Russ, also a Methodist missionary. In 1874 Burrard Inlet Mission was established with three preaching-places.

The first marriage on the inlet of which a record has been found was solemnized at Moody's Mills, on July 18, 1868, by the

Rev. Edward White, another pioneer Methodist missionary. The bride was Miss Ada Young; the groom, Mr. Peter Plant. Both are described as of "Burrard Inlet," the name frequently applied to Moody's Mills, possibly because it was the largest settlement and also because these mills were "The Burrard Inlet Lumber Mills." The name Moodyville does not appear to have come into general use until after 1871. The first marriage at Granville was on April 4, 1874, when Benjamin Springer, one of the best-known pioneers of the inlet, was united to Mrs. Richards, "the late school mistress."

The first pilot for Burrard Inlet of whom any mention has been found was A. J. Chambers, whose appointment was gazetted on November 15, 1865. At that date only four vessels had loaded lumber on Burrard Inlet: the *Ellen Lewis*, whilst Smith was in control, and the *Glimpse*, *Envoy*, and *Metropolis* under his successor, S. P. Moody & Co. Another of the early pilots, Charles Houston, died of smallpox in November, 1868, at Victoria.

As early as October, 1867, John Robson in the *British Columbian* was advocating the establishment of a graving-dock on Burrard Inlet. Its necessity was brought home to the public in the following May, when the beautiful British barque *Monita* was burned at Stamp's mill and had to be taken to San Francisco for repairs.

In November, 1868, the little steam ferry-boat *Sea Foam*, while lying at the wharf at Brighton, burst some of her steam-pipes. She was just ready to leave for Moody's Mills; the passengers were coming on board at the time. Dr. A. W. S. Black, of New Westminster, Mrs. Bloomfield, and her young daughter were badly scalded; the child's injuries were so serious that she was removed to the Royal Columbian Hospital at New Westminster for treatment. In the following November the *Sea Foam* caught fire and was damaged, but again was repaired. Her place as a ferry-boat seems to have been taken later, probably about 1873, by the *Chinaman*, so called because she had been brought from China on the deck of a lumber vessel. The very first ferry from Brighton to Moody's Mills was a rowboat operated by "Navy Jack," otherwise John Thomas. He began as a ferryman in 1866, but about 1868 Van Bramer brought the *Sea Foam* from Fraser River, and established her on the run.

In August, 1867, an attempt was made to manufacture resin and turpentine on the inlet. It is believed that "Sue" Moody, with his Yankee initiative and energy, was behind the venture. The workers began to tap the fir trees in that month, but the effort ended in failure.

Mount Hermon Lodge, the first Masonic Lodge on the inlet, was organized at Moody's Mills on January 15, 1869. The officers then installed were: J. C. Hughes, W. O. Allen, P. W. Swett, J. Van Bramer, Coote M. Chambers, George W. Haynes, Alex. McGowen, S. P. Moody, and S. T. Washburn. All of these men were, directly or indirectly, connected with the mill.

On January 23, 1869, the first public library and reading-room on the inlet was formally opened at Moody's Mills by the Rev. Arthur Browning, another Methodist missionary. He took as the subject of his address: "Women." The original name was the New London Mechanics Institute, but in March, 1870, it was changed to the Hastings Mechanics Institute, as already mentioned, in honour of Rear-Admiral Hastings. The popularity of that gentleman must have caused some confusion to a stranger: Hastings townsite at the end of the road; Hastings Sawmill at Granville; Hastings Mechanics Institute at Moody's.

In 1869 a telegraph line, known at first as the Brighton telegraph, was strung from New Westminster to the inlet; and on April 11, 1869, a cable was successfully laid from Brighton across to Moody's Mills. The work was done under the supervision of F. H. Lamb, the superintendent of the Western Union Telegraph Company. Moody built the line at his own expense, as Stamp's mill would contribute nothing towards its construction; the Western Union Company merely furnished the wire, insulators, and instruments. Nevertheless, Moody's generosity shows in the fact that the public were allowed to use the line. The charge for a telegram from or to New Westminster was only 25 cents, until April 1, 1871, when it was raised to 50 cents. The operator at Moody's was Coote M. Chambers.

The first school on the inlet was established at Moody's Mills in 1870. An item in the *British Columbian*, in June, 1869, names four schools in the district: Langley, Sapperton, New Westminster, and Burrard Inlet. Notwithstanding this statement, the Burrard Inlet school in 1869 was only a name. Perhaps some

light upon the delay in opening the school may be found in the following circumstance: At a meeting in New Westminster in January, 1870, to deal with school matters, the Rev. Arthur Browning introduced and succeeded in obtaining the passage of a motion that "the Government be prayed to increase the allowance for a teacher at Burrard Inlet from \$400 to \$500 a year." The Government graciously acceded to this modest request; and the Burrard Inlet school district was formed on July 27, 1870. With the other three schools above mentioned, it was under the jurisdiction of a school board, of which W. J. Armstrong was chairman. Miss Laura A. Haynes was the first teacher, and the pupils numbered thirteen. She resigned in August, 1872, and was succeeded by Mrs. Murray Thain. The school-room, which was supplied by the mill company, was a small affair and but poorly supplied with teaching facilities. The south side of the inlet had in Captain James Raymur, the manager of the Hastings Mill, as energetic a champion as the north side had in "Sue" Moody. He succeeded in having a school district formed at Granville, a commodious school-house erected, and a school with sixteen pupils established and in operation by the end of February, 1872.

The growth of business at Stamp's mill, which after his retirement in January, 1869, was known by a contracted form of its full name, "B.C. & V.I. Mill," led to gradual settlement in its vicinity; but it was mostly a case of squatting on the adjoining Government reserve. After some threats to eject these trespassers the Government determined to survey and offer for sale lots in Granville townsite. The sale was held on April 11, 1870. It could scarcely be called a success: only three lots were purchased, even though the terms were half cash, and the balance on time. The buyers were: J. Deighton ("Gassy Jack"), Lot 1, Block 2, at \$135; E. Brown, of New Westminster, liquor merchant, Lot 3, Block 2, at \$100; and Gregorio Fernandez, Lot 16, Block 6, at \$100. In December, 1870, John A. Webster, of New Westminster, merchant, bought Lot 5 in Block 2, probably at \$100, the upset price; and in May, 1871, George Brew bought Lot 4 in Block 2, Alexander McCrimmon Lot 6 in Block 2, and Joseph Silvia ("Portuguese Joe") Lot 7 in the same block, probably at the upset price of \$100 each. The Court-house and Gaol stood on Lot 2 in Block 2. Captain Raymur was the resident magistrate.

British Columbia entered the Dominion on July 20, 1871; and on April 24, 1872, "Gassy Jack" raised at his hotel, then the Deighton Hotel, the first Dominion flag that was flown anywhere on the peninsula. He was kind enough to lend it to Ebenezer Brown, liquor merchant of New Westminster, who flew it there on June 5, 1872.

In November, 1873, Granville had a population of sixty-five, including therein both transients and residents, but it had three public houses, "Gassy Jack's" Deighton Hotel, Jones & Mannion's Brown's Saloon, and Alex. McCrimmon's Sunnyside Hotel. By January, 1874, Jos. Reed's hotel was added, and later Henry Hogan established the Terminus at Moodyville. For ten years "Sue" Moody had been able to keep the north side free from the evils of the "saloon," but at last he had been forced to yield.

On Monday, December 23, 1873, Moody's steam sawmill was totally destroyed by fire, which is said to have started in the lamp-room. The water-power mill was saved and continued in operation. The steam mill was rebuilt immediately and was ready for use by the end of May, 1874. Its reconstruction brought to the inlet a man who later became one of the most prominent residents of British Columbia: John Hendry. When, in November, 1872, H.M.S. *Sparrowhawk* was sold out of the service, Moody's firm—which, after July 1, 1870, was known as Moody, Dietz & Nelson—purchased the machinery with the intention of using it in a tug-boat which they were about to build. This plan does not seem to have been carried out, with the result that the old man-of-war's machinery was on hand when the fire occurred, and was installed in the new mill. It is believed that it was still in operation when the Moodyville mill was permanently closed in 1901.

F. W. HOWAY.

NEW WESTMINSTER, B.C.

THREE SIMPSON LETTERS: 1815-1820.

So little is known about the early life of Sir George Simpson that the accompanying letters will be of interest to all students of Western history. Though not documents of the first importance, it is possible that they are the earliest letters from his pen which have so far appeared in print. The originals are preserved in the Archives of British Columbia.

The year of Simpson's birth is usually given as 1792, though Clifford P. Wilson, who contributed three articles on Simpson to *The Beaver* in 1934, believes he was born in 1787, or even in 1786.¹ He was the illegitimate son of George Simpson, a fact that no doubt accounts for the absence of any details of his childhood in his own letters. He was born at Loch Broom in Ross-shire, Scotland, and there received some education. According to his cousin, Alexander Simpson, he owed much to his aunt, the mother of Thomas and Alexander Simpson, not only for early care and education, but also for "his elevation from the position of obscurity and neglect in which his birth naturally placed him."² She prevailed upon her brother, who was a member of the firm of Graham, Simpson & Wedderburn, engaged in the West India trade, to receive the youth into the company, and in 1809 he went to London and entered their employ. Later his path crossed that of Andrew Colvile, a brother-in-law of the Earl of Selkirk, and an influential member of the Committee of the Hudson's Bay Company, who, attracted by the young Scot, arranged for him to enter the service of the Company. Finally, in 1820, came the mission to Canada which led swiftly to fame and fortune.

The first of the letters here presented, which is dated October 5, 1815, is nothing more than a social note, penned by a friendly and pleasantly imperious young man. It is a pity that we have no details of "all the dangers" to which Simpson declares himself exposed, or of the "tough yarns" he doubtless recounted upon the occasion of his visit. The second letter, dated February 23, 1820,

(1) *The Beaver*, outfit 265, number 3 (December, 1934), p. 51; also Douglas MacKay, *The Honourable Company*, Indianapolis, 1936, p. 175.

(2) Alexander Simpson, *Life and Travels of Thomas Simpson*, London, 1845, p. 44.

is interesting because it shows that his departure for Canada was both unexpected and hurried, and that he expected to return to London either in November, or as soon as the weather made travel possible in the spring of 1821. In actual fact, Simpson was destined to be absent from England for five years. November of 1820 found him not on the high seas, as he had anticipated, but in charge of the Athabasca country, and holding the appointment of governor *locum tenens* of the Company's vast territories in America. Governor Williams was at the time under indictment in the courts of Lower Canada and it was deemed advisable to have a deputy at hand in case of need. The next year, following the amalgamation of the Hudson's Bay and North West Companies, Simpson became joint-governor, and in 1826 governor-in-chief.

In the third letter, dated April 28, 1820, Simpson describes his journey to New York and thence to Montreal, and incidentally reveals the strong belligerent strain in his nature. He was strongly anti-American in outlook and so remained in the years which followed. His systematic campaigns against the American traders in such areas as the Snake River country and the Pacific Coast may have been good business; but a deeper feeling shows up in his anxiety to hold every possible inch of the Oregon country for Great Britain. Even more interesting is his sweeping condemnation of the Nor'Westers as a band of lawless and murderous marauders. It shows how much he had to learn about the fur trade and fur-traders; and there is a touch of almost school-boy melodrama in his expressed resolve to sell his life dearly should occasion arise. To-day we know how rapidly and thoroughly Simpson learned his lesson and attained the stature both of an Imperial statesman and a remarkable business executive. Indeed, reading between the lines of this last letter, it is not difficult to catch glimpses of the character soon to be developed fully—the gift of swift and accurate observation, the delight in power and the impression he made, the rapid traveller pressing on in the face of bad weather and worse roads, and the commanding ways later so characteristic of the "Little Emperor."

All three letters are addressed to Richard T. Pooler, Esq., who lived at Reigate, in Surrey, some 24 miles from London. Nothing

is known about the Pooler family, nor have any of the persons mentioned in the letters been identified.

The spelling and punctuation of the original letters have been retained throughout.

MURIEL R. CREE.

PROVINCIAL ARCHIVES,
VICTORIA.

London 5th Octr. 1815

My Dear Sir

I have frequently had it in view to avail myself of your repeated Friendly & Polite Invitation to visit you at your beautiful villa in Nulling Lane but hitherto some unfortunate circumstance has always intervened to Prevent my accomplishing that much desired object: I have at length however determined on doing myself the Pleasure of paying my best respects to you Mrs. Pooler & Family next Saturday, (barring all the dangers &c to which You Know I am Daily & Nightly so much exposed) and propose starting from here by the Brighton 3 O'Clock Coach which will take me into Riegate in the Eveng. when I will call on You and have a Gossop for an hour or two, take up my quarters at the Inn for the Night and all Day Sunday will take the liberty of making Your House my Home, and either that Eveng. or early Monday Morning make the best of my way to Tower Street.—You see I make all my arrangements in my usual unceremonious way and have only to request that You will stand upon as little Punctilio with me, but in the interim will be obliged by the favour of a Note say[in]g whether You are or not to be at Home.—

I will endeavour to coil out a few *tough Yarns* at meeting Meantime please make offer of my most Sincere regard to Mrs. Pooler Miss Helen my old Friend Dick and Beleve me always to be with much esteem

My Dear Sir

Yours mo[st] truly and Sincerely

Geo. Simpson.

London 23d. Feby 1820

My Dear Sir

Since I last had the pleasure of seeing You an unexpected circumstance has occurred which renders it necessary for me to leave Old England for a time, and at the short notice of 5 Days.—I was most anxious to shake hands with You and my highly valued Friends at Nutley Lane previous to my departure but my time is so much occupied in winding up publick & private affairs that I have not one hour to spare and a visit to Riegate is utterly impracticable.—

On Sunday afternoon I leave Town for Liverpool, embark in the Packet for New York on Tuesday, from thence I proceed direct for Montreal and

afterwards take an inland Rout by the St. Lawrence, Lakes Ontario, Huron, Superior and Winipig to Hudsons Bay and afterwards thro Athapascow to Slave Lake and Copper Mine River.—The Journey is rather a serious undertaking and the Mission is important connected with the affairs of Lord Selkirk, the Hudsons Bay & North West Compys.—Travellers you know meet with extraordinary adventures I shall therefore have some wonderful Tales to relate when I again have the pleasure of visiting You.—

I expect to return by the Hudsons Bay Compys Ships in November but if they are gone before I arrive at the Bay I must just take up my quarters for the Winter in the Northern Regions.—

The short notice I have had and the multiplicity of my arrangements have so completely occupied my attention that I have scarcely had an opportunity of thinking seriously of the task I am about to undertake and the difficulties I am likely to encounter; Yet in the midst of all my hurry & bustle I must admit that as the time of my departure approaches I begin to feel a certain depression at the idea of leaving my Native Land and so many near relations and sincere Friends amongst the latter Your good Self and Family stand prominent.—

Pray offer my affectionate regard to Mrs. & Miss Pooler Dick & the Children as also to Mrs. Palmer and with unfeigned esteem believe me always to be

My Dear Sir

Yours Most truly

Geo. Simpson

73 Tower St.

P.S. I shall highly estimate a few Words of Salutary advice from You previous to my departure.

G S

Montreal 28th Apl. 1820

My Dear Sir

To the inmates of Nutley Cottage whose uniform Kindness and Friendship has excited in me the liveliest feelings of gratitude, and for whom I shall always entertain the utmost regard and esteem, I am sure it will not be uninteresting to learn, that I have got this length in perfect safety and in the enjoyment of good Health and spirits.—

By Your Letter of 25th Feby, the rec[eip]t of which it is now high time to acknowledge I was deeply concerned to learn that you was on the Drs. list but sincerely trust you are out of his books, bold & active as ever, and that Mrs. Pooler, Miss Ellen, my Friend Dick and the rest of Your good Family are well and happy.—My adventures hitherto possess little interest, yet I shall give you a summary account of my proceedings since my departure from London, and by the time I shall next have the pleasure of seeing you my Journal will be furnished with abundant store for a long evengs chat.—On the 27th Feby I left Town for Liverpool where I was detained a few Days

by contrary winds, and on the 4th ultimo embarked on board the James Munro for New York: My Fellow passengers consisted of 13 Gentlemen & 2 Ladies; the Spanish Ambassador Genl. Vevas & Suite were of the party, the other Gentlemen were commercial Men, but amongst them were two Vile Radicals who would have kept us in continual discord during the Voyage had we not sent them to Coventry which was effected not only by threats but actual hard thumps.—Of the Ladies we fortunately saw little, they were of the same cast going to join their husbands who by their treasonable proceedings had found it necessary to take refuge in the states, an assylum for the outcasts and malecontents of all Nations; these precious nymphs were confined to their cabins the greater part of the Voyage and if the Stewards report be true solaced themselves with copious brandy draughts to the downfall of the House of Burbon:—On the whole we had a very agreeable party but the passage throughout was one continued storm; on the banks of Newfoundland we encountered very severe Weather and [were] much annoyed with Ice; the cold was so intense that wherever the spray reached, it immediately congealed, the Decks covered with Ice a foot thick and our Sails as stiff as a 3 Inch plank: with some difficulty we however got out of this Frozen Latitude and on the 4th Inst landed at New York after a quick but tempestuous Voyage of 31 Days.—The Harbour of New York is perhaps the finest in the World, protected by strong batteries so as to render it impregnable from the Sea.—The Town is well laid out, some handsome streets and a few elegant publick buildings; it is situated on an Island formed by the Harbour North & East Rivers and is altogether a gay, pleasant bustling City with a population of about 130000 Souls.—The Dock Yard is on Long Island, where there are several men of War on the Stocks and a few laying in ordinary, but cannot bear the most distant comparison to any of our establishments of the same kind: they are building fast in all the Ports and will soon have a very formidable Navy.—I was in company with several of their principal officers who with little delicacy never lost an opportunity of reminding us of our disasters on the Lakes and wherever else they had any advantage: I of course called their attention to the destruction of Washington,¹ gave them my sentiments freely (as here we may speak without reserve) expressed our contempt for their weakness, vanity and arrogance and assured them that John Bull merely wanted the opportunity to chastise them for their presumption & insolence.—The Americans generally speaking have a rooted and insuperable hatred towards the English, the antipathy is reciprocal and I suspect will at no distant period assume a more decided character: We have much to apprehend from this rising nation if the states continue unanimous, but it is gratifying to find that they look on each other with a jealous Eye from collision of interests, their dissensions are frequent & serious and I sincerely hope a Civil War may soon check its growth.—At New York I remained a few Days & received much attention & hospitality from some Friends to whom I had Letters of Introduction.—From thence I took my departure Inland by Steamer to Albany about 170

(1) Washington was taken in August, 1814, by British troops, who burned the Capitol, the White House, several of the public offices and the navy yard.

Miles up the North River which is a noble stream Navigable by Ships of any burthen and on an average from $\frac{1}{2}$ to $\frac{3}{4}$ ths of a mile broad, on which there is much Traffick & abounding with Fish; on its banks are several large Towns, old English, Dutch, German & French Colonies where the different Languages are spoken in their original purity; the Country behind in a good state of Cultivation with sufficient Wood for use and ornament and the scenery in many parts bold & romantick.—

Albany is a neat pretty Town where I merely remained an hour to get Horses and proceeded direct for this place, thro' boundless Forests, extensive plains and over some stupenduous Mountains; an interesting country at any other Season of the Year but covered with Snow, the Roads one continued morass so that it was necessary to keep my eye fixed on them to avoid getting drowned in the Sea of Mud and the weather so bad that I had no opportunity of devoting much of my attention to the surrounding Scenery; my Vehicle was nothing more than an open cart drawn by 4 animalcule unworthy the Name of Horse and after about 50 Spills in which I had numberless bruises & contusions was compelled to have recourse to the Marrowbone stage the greater part of the Journey; my time being limited I found it necessary to Travel by forced marches 19 hours out of the 24 and got here the seventh Day nearly worn out with Fatigue; had the credit of opening the St. Lawrence being the first boat that crossed this Season, the floating Ice made it a source of some danger but the Soaking I had will teach me to be more cautious in future.—Here I am in excellent quarters and quite at Home with many of the first Families in Town, my time pleasantly divided between business and amusement; Dinner parties, Tea Squalls, Cards, Balls, Theatres & Masquerades occupy my Evengs and I assure you the representative of the Hudsons Bay Coy & Lord Selkirk is looked upon as no inconsiderable personage in this part of the World.—The City itself is a filthy irregular place and no fine scenery in its neighbourhood, it should have been situated a few miles lower down the River as the Water is so Shoal that no Vessel of heavy burthen can get near it and the current so powerful that it requires a strong Easterly Wind to bring small craft up:—The St. Lawrence is a magnificent River upwards of a mile in breadth here, Tomorrow I shall see more of it as I intend going down to Quebeck by the Steam Vessel² and will not fail to pay due attention to those scenes you was so good as [to] point out.—I am busily preparing for my Journey into the interior, a serious undertaking, my conveyance is a canoe pulled by 10 stout Fellows which they carry over the portages; my Cloak will answer all the purposes of a Bed and the canoe turned bottom upwards my chamber so that there is no danger of my getting enervated by ease & luxury. The first part of my Journey I expect to accomplish in 40 Days and my future proceedings will be regulated by the state of things in the interior.—The serious differ-

(2) The steamship *Accommodation*, built by the Hon. John Molson, entered service between Montreal and Quebec as early as 1809. The Molson Line had four or five steamers on this route by 1820.

ences between the Hudsons Bay & North West Compys. are the ca[use of]³ my mission and from the preparation making by both parties I suspe[ct we]³ shall have some hard Blows; I am not however paid for fighting will therefore keep my bones whole if possible yet must show my Governors that I am not wanting of Courage if necessity puts it to the test.—There is a possibility that I may be obstructed in my Rout as the N. W. Coy a band of unprincipled Lawless Marauders stick at nothing however desperate to gain their ends; I am however armed to the Teeth, will sell my Life if in danger as dear as possible and never allow a North Wester [to] come within reach of my Riffle if Flint Steel & bullet can keep him off.—I trust to have my business accomplished so as to get home by the end of the year when I shall give you a Journal of my proceedings.—Pray offer my Friend Dick my best wishes and thank him for his esteemed Letter I hope to find him comfortably settled in London on my return, also with kind remembrances present my warmest acknowledgements to Miss Ellen for her highly valued Postscript.—To Mrs. Pooler & the rest of your Family offer my best regards and with unfeigned esteem believe me to be

My Dear Sir

Yours most truly & Sincerely

Geo. Simpson.

This is enclosed to my Friend Scott who will forward it; Your old acquaintance *Sample* is my constant attendant.

G S

(3) Manuscript damaged.

NOTES AND COMMENTS.

CONTRIBUTORS TO THIS ISSUE.

Robie L. Reid, K.C., LL.D., possesses one of the finest collections of Canadiana in the West, and has written many papers on the history of the Province.

Captain James Fitzsimmons served for thirty-eight years as seaman, officer, and captain with the Lake and River Service of the Canadian Pacific Railway.

Judge F. W. Howay is the leading authority upon the history of British Columbia. He is the author of the standard history of the Province and of many other books and articles.

Muriel R. Cree is Keeper of the Manuscripts in the Provincial Archives and has written a number of articles based upon the documents in her care.

Madge Wolfenden is Assistant Provincial Archivist and is in charge of the Provincial Library's famous North West Collection. Miss Wolfenden will be glad to hear from readers who can contribute additions or corrections to the biographies and bibliographies of the two Alexander Beggs which appear in this issue.

SOME ARCHIVES ACCESSIONS IN 1936.

Readers of Dr. Reid's paper on *Early Days at Old Fort Langley* will be interested to learn that two early paintings of the fort have been added recently to the Provincial Archives. One of these was painted in 1862 by W. H. Newton, who was then in charge of the post, and was the gift of his daughter, Miss F. M. Newton, of Victoria. The other is one of three water-colours of unusual interest presented to the Archives by Mrs. Vivian M. Carkeek, of Seattle, in memory of her late husband. All three were painted by Captain James Alden, of the United States survey ship *Active*, after which Active Pass was named. That of Fort Langley is dated 1858, and a view of an Indian village near Nanaimo was painted the same year. The third painting, which is historically much the most valuable of the three, is an excellent view of Fort Victoria in 1854. It is the earliest original picture of Victoria in the Archives Collection; and it is possible that only the well-known picture painted by Paul Kane, in 1847, shows the fort at an earlier date.

A water-colour portrait of Admiral Sir Robert Lambert Baynes, and a valuable silhouette portrait of the Admiral, after Frith, were presented by his daughter-in-law, Mrs. H. C. A. Baynes, of Hampton Court Palace, Middlesex. As Rear-Admiral Baynes, he was commander-in-chief on the Esquimalt station in 1857-60. The portraits were accompanied by two paintings of his flagship, H.M.S. *Ganges*, which was the last sailing line-of-battleship in active commission on foreign service in the British Navy.

One of the most interesting acquisitions in 1936 was a large oil painting of Sir James Douglas, by Mrs. Frances M. Rowley, daughter of the Hon.

A. N. Richards, at one time Lieutenant-Governor of British Columbia. The painting was the gift of three of Sir James's grandchildren—Miss Hilda Harris, Mrs. J. E. W. Oland, and Colonel Chester Harris—and now hangs in the main hallway of the Provincial Library.

Two other pictures received relate to very early events in British Columbia's history. One of these is an original silhouette portrait of James Strange, who visited this coast with a trading expedition in 1786. It was the gift of his grandnephew, Mr. A. P. Trotter, of Salisbury, England. A contemporary note on the back of the portrait records that it was made in Edinburgh, in 1830, by the silhouettist to the French Court. The second picture is a photograph of a miniature of Captain Charles William Barkley, who arrived on the coast in 1787, just one year after Strange. It was presented by Captain Barkley's great-granddaughter, Lady Constance Parker of Waddington, of Tunbridge Wells.

A number of items of great interest were added to the Archives Museum during the year. A small writing-desk from the old home of Simon Fraser was acquired, and joined the other relics of the explorer already on display. The sword of Captain H. R. Luard, one of the officers of the Royal Engineers who arrived in 1858, was presented by his daughter, Miss E. M. Luard, of Chestleham, England. The sword was brought to Canada by Sir Percy Vincent, Lord Mayor of London.

Several of the new acquisitions relate to the economic development of the Province. The first hydraulic monitor ever used in the Cariboo has been presented to the Archives Museum by F. J. Tregillus and Joseph House, of Barkerville. The monitor was one of many relics displayed in Vancouver last year during the Jubilee celebrations. Mr. George Murray, M.L.A., secured for the Archives a rail from the first railway ever constructed in British Columbia—the tramway built in the gold-rush days between Anderson and Seton Lakes, as a link in the Harrison Lake route to the Upper Fraser, and later the Cariboo. These first rails were made of ordinary angle-iron, and were used to face the wooden timbers which formed the track proper. The department has also received on loan a remarkable working model of the first locomotive owned by the Esquimalt & Nanaimo Railway. This model, which is nearly 5 feet long, was built by the late Dennis Harris, son-in-law of Sir James Douglas, and was loaned to the Archives by his son, Colonel Harris. It forms a fitting companion-piece to the magnificent 7-foot model of the steamship *Princess Margaret*, presented to the Archives last August by Mrs. J. W. Troup, in memory of her husband, the late Captain Troup, who was for many years manager of the Canadian Pacific B.C. Coast Service. The *Princess Margaret* was one of the largest and fastest of the many steamers designed by Captain Troup for the *Princess* fleet, and constructed under his supervision.

Very extensive additions to the photograph collection were made in 1936. The plates of Mr. Howard Chapman, the well-known photographer, were purchased in September, when Mr. Chapman retired from business. Though many of them were taken recently, thousands of the pictures thus

acquired date back thirty or forty years, and form an invaluable supplement to the famous Maynard plates, which were purchased by the department some time ago. Possibly the most interesting part of the collection consists of a fine series of pictures taken in the Kootenay and in the Boundary country, about forty-five years ago. Early views of Rossland, Trail, Greenwood, and other cities in the region are now difficult to procure; and the Chapman plates have filled this and other gaps in the Archives Collection. Another fine series of Kootenay views was included in a collection of almost 500 pictures acquired last year from Mrs. Gerrard Mason. Approximately 100 plates of early Prince Rupert were purchased in October. They will be of great interest in years to come, for they date as far back as the arrival of the first surveyors and axemen on the site where the city now stands. Another important acquisition included the photograph collection of the late Edgar Fawcett, one of Victoria's best-known pioneers, and author of *Some Reminiscences of Old Victoria*. Though most of the pictures included were already in the Archives, Mr. Fawcett's notes, which accompany them, are of the greatest interest.

A valuable collection of some fifty-five plates was presented to the Archives in May by Mr. Herbert Carmichael. They include very early views of Port Alberni and Powell River, including the original pulp-mill erected at the former point. Another picture collection, consisting mostly of Kootenay views, was received the same month from Mrs. Alan Morkill; and other gifts of unusual interest were received during the year from Mrs. T. H. Laundry, Mrs. John Newbury, and Mr. Fred Pemberton. Special mention must be made of the photographic survey of old Victoria homes and commercial buildings which Mr. Chartres Pemberton has kindly undertaken on behalf of the Archives. Some of the buildings already photographed have since been torn down; and the collection will be of the greatest interest in the years to come, as old familiar landmarks disappear, one by one.

NEW MANUSCRIPTS.

Several notable additions were made in 1936 to the files of official records preserved in the Archives. Most important of these was a series of photostatic copies of dispatches to and from the Colonial Secretary, in London, which were missing from the set in Victoria. They were obtained from the Public Archives, Ottawa, where a practically complete series is on file; and the courtesy and co-operation of Dr. James Kenny, Acting Dominion Archivist, who made the records available, is most deeply appreciated. The Archives now possess the series complete to 1858; and by degrees it is hoped that funds will be available to fill the gaps still existing in later years. The dispatches to and from Downing Street form the most important single source for the early history of the Crown Colonies of British Columbia and Vancouver Island; and a few notes upon their character, and the curious history of the documents themselves, will appear in an early issue of this *Quarterly*.

Mr. R. D. Cumming, of Ashcroft, recently presented to the Archives the first land registry book of the old Crown Colony of British Columbia. It is an acquisition of exceptional interest, and its preservation is entirely due to Mr. Cumming, who found it in an abandoned building. Some of the entries were made before the official proclamation of the Colony, on November 19, 1858; and they throw curious light upon the history of certain properties and personalities.

Two valuable volumes of records have been transferred to the Archives by the Department of Education. One of these is the Minute Book of the old Board of Education. It covers the years 1865-1869, and the greater part of it is in the handwriting of Alfred Waddington. The second volume is the departmental Correspondence Book for 1872 and 1873. Another interesting transfer came from the office of the Collector of Customs, Victoria, and consisted of records dating back to Crown Colony days. They form a useful supplement to the early port records, which were unearthed in one of the vaults in the Parliament Buildings in 1935. Later in date, but most valuable because of the scarcity of material relating to the place and period, is a series of official letters and reports from Germansen Creek, dated from 1871 to 1875. The original documents are now in private hands; but copies were secured through the kind co-operation of Mr. Louis LeBourdais, of Quesnel.

Transcripts of a whole series of most valuable fort journals were secured for the Archives last year. Through the kindness of Mr. David Power, of Kamloops, the department was able to copy six Kamloops journals, running in all to nearly 600 foolscap pages. Though not consecutive, these cover many of the years from 1850 to 1870. Judge Howay very generously permitted the Archives to copy the transcripts of early Nanaimo records in his possession. These include a series of letters from J. W. McKay to Governor Douglas, dated 1852 and 1853, and the Nanaimo journal for 1855-57.

The most valuable private document acquired in 1936 was the letter-book of John Evans, best known to history as Captain John Evans, M.L.A. for Cariboo. Late in 1862, Evans sailed from Liverpool in charge of what he himself calls the "British Columbia Mining Adventure." His party consisted of twenty-six young Welshmen, bent on making a fortune in the Cariboo. The expedition was financed by one Harry Jackson, who had once been a fellow-clerk with Evans, but who later made a fortune. Evans sent Jackson a full account of their progress and problems; and the letter-book—which is also part journal and part ledger—enables us to trace their history in detail. It throws a flood of light upon conditions and life in the Cariboo, and carries the story as far as the end of 1864. Harry Jones, the well-known Cariboo pioneer who died recently in Vancouver, was the last surviving member of the Evans party.

Copies of a collection of letters written by Bishop Cridge and the Rev. W. B. Crickmer, in 1858-61, were secured through the kindness of Rev. John Goodfellow, of Princeton. Judge W. E. Fisher, of Prince Rupert, has given the Archives the diary kept by his father, William Fisher, on his voyage from England to British Columbia by way of Cape Horn, in 1863-64. Miss Violet Ellis, who is at present residing in London, has

presented a copy of the diary kept by her father, Thomas Ellis, in 1865, at the time of his arrival in this Province. A number of photostatic copies of manuscripts preserved in the Bancroft Library, at Berkeley, were secured during the year. These included a short sketch of the "Characteristics of James Douglas," by Bishop Cridge. Copies of several most interesting letters and documents relating to its early history were presented by the Canadian Pacific Railway through Mr. Murray Gibbon, of Montreal. Miss Geneva Lent, of Calgary, very kindly gave the department copies of the numerous articles relating to Louis Riel which she had transcribed from *The New Nation*, a newspaper published in Winnipeg in 1870. Mr. G. Herbert Dawson presented a complete set of the posters used by the Red Cross in Victoria during the Great War—probably the only collection of the kind in existence. Finally, the Archives acknowledges with thanks the receipt of a large number of miscellaneous papers, photographs, and relics from Mrs. R. B. McMicking.

BRITISH COLUMBIA HISTORICAL ASSOCIATION.

The paid-up membership of the Association has more than doubled since the publication of the first issue of the *Quarterly*, and the future of the magazine is now assured. On March 31 there were 110 paid-up subscribers in Victoria, 168 in Vancouver, and 45 elsewhere, or a total of 323 in all. This total does not include the exchange copies sent out by the Provincial Archives. New subscriptions are still arriving daily, and it is probable that the total will rise substantially during the next three months.

Victoria Section.

The first meeting of the year was held in the Provincial Archives on January 8. The speaker was the Hon. A. Wells Gray, Minister of Lands, who had chosen to speak on his native city, New Westminster, of which he has been fourteen times Mayor. He described its growth from early days to the present, and dealt with such contrasting events as the famous Minto Cup lacrosse games, and the great fire which swept the city in 1898. Two reels of moving pictures, shown by Mr. Melrose, of the Forestry Department, were much enjoyed by those present.

On February 12 Mr. W. H. Bullock-Webster read to the Section a paper entitled *The Golden Days in the Yukon*, by the late David Doig. Mr. Doig was in charge of a party sent to the Yukon in 1898 by the Bank of British North America to establish a branch in Dawson. The management was most anxious that this branch should be the first open for business in the city, and the paper described the many amusing and perilous experiences met with by the party as it hurried overland from Skagway. Mr. Bullock-Webster had himself travelled over the route followed by Mr. Doig, and added many interesting details of his own adventures.

A third meeting, held on February 26, was addressed by Captain Alexander McDonald, who described the remarkable voyage made by Captain Voss, from Victoria to England by way of Australia and New Zealand, in the famous old Indian canoe *Tillicum*. His graphic description was gripping

from first to last. The *Tillicum* has been on display in Victoria for some years, but is now in a very dilapidated condition. The Thermopylae Club, a ship-lovers' association of which Captain McDonald is master, is endeavouring to raise funds for her restoration. The lecture was illustrated with charts and slides.

The annual reception commemorating the landing of Richard Blanshard, first Governor of the Crown Colony of Vancouver Island, was held at "Rosemead," the beautiful home of the President, Dr. T. A. Rickard, and Mrs. Rickard, on March 11. The occasion was graced by the presence of His Honour the Lieutenant-Governor and Mrs. Hamber and the programme took the form of a pageant of Colonial ladies. An amusing account of a ball given by Governor Seymour on November 12, 1864, was read by Mrs. M. R. Cree, and Mrs. Fitzherbert Bullen, granddaughter of Sir James Douglas, described a Christmas party given in her honour by Governor Seymour a few years later. This was followed by the procession of costumed ladies, several of whom wore authentic dresses which had belonged to some ancestress of the sixties or seventies. Old-fashioned music was played by Mrs. George Phillips as the ladies descended the staircase, curtsied to His Honour and Mrs. Hamber, and passed into the candle-lit drawing-room. Mrs. Rickard sang a delightful group of Elizabethan songs and the programme concluded with the presentation by Mrs. Curtis Sampson of a Colonial bouquet, made by Miss Alice Pooley, to Mrs. Hamber.

Vancouver Section.

This year the Vancouver Section has concentrated its efforts upon a membership campaign, in order to ensure the success of the new *Quarterly*. The objective of 150 paid-up members was passed some time ago, and the Section is to be congratulated upon its progress.

It was most fitting that the first speaker of the year should have been Dr. Robie L. Reid, who was responsible for the organization of the Section. His address upon *Transportation into the Cariboo in the Early Sixties* was specially interesting, since it was the result of diligent research and incorporated much unpublished material. Dr. Reid described the tremendous difficulties of the route in early days, and told of the coming of the Welsh miners, who, when they finally reached the goldfields, found that they were unable to apply to their work the methods to which they were accustomed in Wales, with the result that their exertions were fruitless. The President, Dr. W. N. Sage, led the discussion which followed the reading of the paper.

At the February meeting Dr. G. H. Raley, former principal of Coqualeetza Indian School, was the guest speaker. His subject, *The Romance of Indian Life*, was one upon which he is a recognized authority. The lecture was illustrated by hand-painted slides made by a Coast Indian. The latter part of the evening was devoted to an interesting discussion of Indian totems and their symbolism. Dr. Raley exhibited a fine series of photographs of famous totems and outlined the history connected with each. It is to be hoped that Dr. Raley will put his story in print, so that students may have an authentic record of this artistic and idealistic side of Indian life.

The final meeting of the year, to be held late in April, will take the form of a dinner gathering.

LOCAL HISTORICAL SOCIETIES.

Similkameen Historical Association. At the quarterly meeting held in January, Rev. E. E. Hardwick read an interesting paper on the life of Robert ("Bobby") Stevenson, the well-known pioneer prospector and miner. In preparing his address, Mr. Hardwick received considerable help from the Stevenson family. The life of Mr. Stevenson touched the history of the Province at many points—Cariboo and Kootenay, Fraser Valley, Okanagan and Similkameen.

Satisfaction was expressed that with the resumption of operations at Copper Mountain and Allenby, Princeton is passing out of the doldrums into the trade winds; and the hope was expressed that adequate photographic records of progress would be made.

Mr. Lloyd Saunders had prepared for the Association mimeographed pictures of the Indian rock paintings between Princeton and Hedley. There are twenty-one pictographs shown on a single sheet, with their location from Princeton. Copies may be obtained from the secretary, Rev. J. C. Goodfellow, Princeton, B.C.

The Okanagan Historical Society expects to publish its *Seventh Report* about the first of May. It promises to be one of the most interesting and valuable of the series, and will be reviewed in the *July Quarterly*.

The Thompson Valley Historical Association is taking an active part in the preparations for the 125th anniversary celebrations in Kamloops. Of special interest is the effort being made by George D. Brown, Jr., and others, to secure copies of all available fur-trade journals and other early records relating to the history of the community. The site upon which the surviving building from old Fort Kamloops will be re-erected in Riverside Park has been selected, and the Hudson's Bay Company is contributing most generously to the cost of the work. An attractive souvenir booklet was just been issued by the Celebrations Committee.

The Kelowna Museum and Archives Association was organized recently, its objects being the erection of a regional museum, where relics and records relative to the Okanagan Valley may find a safe and permanent home. The first annual general meeting was to be held late in March.

GRADUATE HISTORICAL SOCIETY.

The Graduate Historical Society of the University of British Columbia was organized in 1934 by Miss Helen R. Boutilier and Mr. Willard E. Ireland, to provide graduates with a stimulus for continuing their interest in history. The members, numbering approximately sixty, are graduates of the University who have majored in history, or who are engaged in research.

For the 1936-37 season the society took as its central theme the topic *Modern Canadian Problems*. The programme has included an address on *The Economic Position of British Columbia in the Canadian Federation*, by Professor W. A. Carrothers; a paper on *Canadian Foreign Policy*, by Mr.

L. A. Wrinch; three papers on *Canadian Race Problems*, by Miss Beth Dow, Miss Katie Thiessen, and Miss Patricia Johnson; and a fourth upon *Canadian Railway Problems*, by Mr. Archie McKie. The annual dinner was held in the Hotel Georgia on March 20, when Professor F. H. Soward spoke on *Canada and the League of Nations—1919-1937*. Special guests invited for this occasion included His Honour Judge F. W. Howay, Dr. and Mrs. R. L. Reid, and Mr. and Mrs. E. W. Keenleyside.

At the final meeting of the season, to be held May 10, papers on Canadian Literature, Drama, and Art will be read by Professor A. C. Cooke and Mr. Jack Lort.

The officers for the year are as follows: Honorary President, Dr. R. L. Reid; Faculty Representative, Dr. W. N. Sage; President, Mr. F. H. Hardwick; Vice-President, Mr. John Conway; Recording Secretary, Miss Helen R. Boutilier; Corresponding Secretary, Miss Eleanor B. Mercer; Treasurer, Mr. Creswell Oates.

MRS. S. L. ALLISON.

On the first day of February there passed away in Vancouver Mrs. Susan Louisa Allison, a lady whose name had become a household word everywhere between Hope and the Okanagan Valley. She had borne a long illness with patience and fortitude, virtues learned in Similkameen before Vancouver was born. Now she rests in the family plot at the base of a rugged height, 2 miles east of Princeton, known locally as Castle Rock. Here her late husband was buried in 1897.

John Fall Allison was born at Leeds, England, where his father was House Surgeon in the Infirmary, in 1825. The family moved to Illinois, U.S.A., in 1837. As a young man John went overland to California, in 1849, and ten years later came to Victoria. On the advice of Governor Douglas Mr. Allison explored the Similkameen Valley, prospecting for gold and mapping trails. He was appointed J.P. in 1876, assistant gold commissioner in 1885, and became one of the best-known cattlemen in the valley.

Mrs. Allison was born August 18, 1845, in Colombo, Ceylon, where her father, Stratton Moir, owned a large tea plantation. She was his youngest daughter and was sent to England for her education. After Mr. Moir's death his widow married a Mr. Glennay; and in 1860 the family came to British Columbia, arriving at Hope on Susan's birthday. Four years later her sister married Edgar Dewdney, of Dewdney Trail fame, and for a time Susan was the only white girl in Hope. Here she met Mr. Allison, to whom she was married in September, 1867. Soon after the wedding they crossed the Hope trail together and made their home below the forks of the Tulameen and Similkameen Rivers, a little east of the Princeton of to-day. With the exception of some years spent in the Okanagan, Mrs. Allison remained in the Similkameen until 1928, when she went to Vancouver to reside.

The story of these years is best told by Mrs. Allison herself in her *Early History of Princeton*, which appeared serially in the *Princeton Star*, beginning in January, 1923; and her *Recollections of the Sixties*, which were continued through thirteen issues of the *Vancouver Sunday Province*, commencing February 22, 1931. Mrs. Gellatly has devoted an interesting chapter

of her booklet entitled *A Bit of Okanagan History* to the fortunes of the Allison family during their stay in the Okanagan Valley. Mrs. Allison had a sympathetic understanding of the native Indians of the valley and embodied much of their history and legend in fifty pages of verse, entitled *In-cow-mas-ket*, which she published under the pseudonym of Stratton Moir (Scroll Publishing Company, Chicago, 1900). In later years she contributed a number of articles to the annual reports of the Okanagan Historical Society.

When the Similkameen Historical Association was organized in April, 1932, Mrs. Allison was elected Honorary President, an office which she held till the time of her death. In 1935 she was made Honorary President of the Okanagan Historical Society as well.

She is survived by a large family circle and a whole host of friends. For many years the Allison home was the stopping-place for all who travelled through the valley. Pioneers and prospectors were made just as welcome as Governor Douglas, General Sherman, and Lieutenant-Governor Dewdney. Her writings in prose and verse have preserved much of the history and legend of the Similkameen that would otherwise be lost. She was a lover of Nature and in matters of religion sought a faith that was broader than creed. She has long been known and will long be remembered as the "Mother of Similkameen." [J. C. GOODFELLOW.]

THE NORTHWEST BOOKSHELF.

ALEXANDER BEGG VERSUS ALEXANDER BEGG.

In Victoria in the late nineties the paths of the two subjects of this article crossed each other; from that time until the present they have been confused by the public in general and by biographers and bibliographers in particular. To a few they were known as Alexander Begg, Crofter Commissioner to the Government of British Columbia, and author of a *History of British Columbia*; and Alexander Begg, late merchant of Winnipeg, journalist by profession, editor of the *British Columbia Mining Record*, and author of three lengthy volumes entitled *History of the North-West*.

In order to segregate these two authors and their respective works, and to present from the numerous conflicting stories of their activities and pursuits a narrative as nearly approaching the truth as might be, care has been taken to consult all available authorities. The writer has corresponded with relatives of the deceased authors, with persons who were associated with them in business at one time or another, and has referred to official registers of births and deaths.

The younger of the two, the Alexander Begg best known to British Columbians as the editor of the *British Columbia Mining Record*, was a native of Quebec City, where he was born of Scottish parentage on July 19, 1839, son of Alexander and Mary Urquhart Begg.

After being educated at St. John's, Quebec, and in Aberdeen, Scotland, he began a business career in the city of his birth, after which he moved to the Red River Settlement in 1867. There he first introduced Canadian goods to the people of the Settlement, who until that time had only been accustomed to English and American manufactures. At Fort Garry, as Winnipeg was then called, he established himself as an independent fur-trader, and he was also the first express and steamboat agent in the town.

Soon after arriving in Winnipeg, he entered into partnership with A. G. B. Bannatyne, and carried on the business of general merchant and outfitter with him for a number of years.

In 1872 he became interested in journalism and published the *Manitoba Trade Review* and the *Gazette and Trade Review*. Two

years later he became editor of the *Daily Nor'Wester*, and subsequently of the *Daily Herald*, in 1877. From 1877 to 1884 he held various appointments with the Provincial Government of Manitoba, including those of Sergeant-at-Arms, Queen's Printer, and Deputy Treasurer and Auditor.

During his residence in Winnipeg he was closely identified with the social, religious, charitable, and business life of that small community, and took an active part in the formation of the Historical and Scientific Society of Manitoba.

In 1884 Alexander Begg became Immigration Agent for the Canadian Pacific Railway, and shortly afterwards moved to London, where, for four years, he carried on much useful work for the Company, and was able to interest English and Dutch capitalists in Manitoba and the Canadian West. In this same year he was elected Fellow of the Royal Statistical Society.

After severing his connection with the Canadian Pacific Railway, Alexander Begg came to the Pacific Coast, in 1888. He settled in Seattle, where he remained until early in 1892. While in Seattle he devoted himself exclusively to journalism, and founded and edited three newspapers—the *Daily Trade Journal*, the *Puget Sound Gazetteer*, and the *Citizen*. He was also business manager of the *Daily Telegraph*, of which D. E. Durie was editor. In September, 1889, he founded the *Washington Magazine*, but after issuing a few numbers relinquished his control to the editorship of Lee Fairchild, who changed the name of the publication to the *Pacific Magazine*.

His next move was to Victoria, whither he was brought by Theodore Davie to edit and manage the *Victoria Daily News*, a paper which Mr. Davie, who was then Attorney-General, required to support him in his political ambitions. Mr. Davie had imported American printers to work on his newspaper, an unpopular move which compromised Begg's position, and so brought about his early dissociation from the enterprise. He at once devoted himself to the completion of his principal undertaking, the comprehensive *History of the North-West*, the three volumes of which appeared in 1894 and 1895.

Begg next undertook to found and edit the *British Columbia Mining Record*, which made its first appearance in October, 1895,

and which he continued to edit successfully until within a short time of his untimely death, which occurred in Victoria on September 6, 1897.

In 1868, in Hamilton, Ontario, Alexander Begg married Katherine Glen Rae, daughter of Dr. John Macaulay Hamilton, R.N., formerly of Stromness, Orkney, Scotland. Dr. Hamilton, who was a cousin of Lord Macaulay, the historian, and whose wife was a sister of Dr. John Rae, the Arctic explorer, migrated to Hamilton with his wife and young family some years previous to 1868, and settled there. Two children were born to Alexander and Katherine Begg, a son who died in childhood, and a daughter, Minna, who died some few years ago.

The elder Alexander Begg, author of the well-known *History of British Columbia*, was born at Watten, Caithness, Scotland, on May 7, 1825, being the son of Andrew and Jane Taylor Begg. He was educated privately at Backlass, Dunn, later obtained a teaching diploma at the Edinburgh Normal School, and for a time taught at Cluny, in Aberdeenshire. In 1846 he emigrated to Canada and settled in Ontario, where he taught in the public schools at West Huntingdon, Madoc, and Oshawa. In 1854 he became interested in journalism, and with J. F. Macmillan published the *Messenger*, which was the first newspaper of Bowmanville; established the Brighton *Sentinel*, and later published the Trenton *Advocate*, selling out his interest in the latter paper to his brother Peter about the year 1855.

For a number of years Alexander Begg was employed in the Department of Internal Revenue at Ottawa, and in 1869 was appointed Collector of Customs for the North-West Territories. He was, however, unable to assume this position, as he was turned back at Pembina by Riel's followers, whilst a member of Governor McDougall's ill-fated expedition.

During a visit to his native land, in 1872, Alexander Begg was appointed Emigration Commissioner in Scotland for the Province of Ontario, with headquarters in Glasgow. By virtue of his lectures throughout Scotland, he succeeded in persuading thousands of Crofters to settle in Canada, where the Government allowed them to purchase farms on easy terms.

His next enterprise was the establishing of a temperance colony at Parry Sound and Beggsboro, about 1874. He then became owner and editor of the *Muskoka Herald*, and commenced the publication of the *Canadian Lumberman*.

In 1881 he paid his first visit to the Canadian Northwest, travelling by way of Chicago, St. Paul, and Bismarck, as a correspondent of the *Toronto Mail*. He remained for a time at Dunbow Ranch, Alberta, to which place he imported horses and cattle from Montana. After various set-backs the ranch eventually flourished under the management of his son, Robert A. Begg, who is now a resident of New Westminster.

In 1887 Alexander Begg came to Victoria, where his son Roderick had recently joined the staff of the *Daily Colonist*. While in Victoria he organized the Sir William Wallace Society, which consisted entirely of Scots, and of which he and his son were elected Chief and Vice-Chief respectively. The following year he was appointed Emigration Commissioner for the British Columbia Government to investigate the possibilities of settling Scottish Crofters on Vancouver Island, a scheme which was eventually abandoned as impracticable. By virtue of his government appointment he appended the initials C.C. (Crofter Commissioner) to his name, in order to distinguish himself from his namesake.

While in London, in 1889, in connection with the Crofter Settlement scheme, Alexander Begg was elected a Fellow of the Royal Geographical Society and of the Royal Colonial Institute. He remained in London until 1897, when, upon his return to Victoria, he and three of his sons formed the Stickeen and Teslin Railway, Navigation, and Colonization Company, and obtained a charter for the purpose of building a railway from the headwaters of the Stikine River through Canadian territory into the Yukon. The following year the Company sold out its interests to Mackenzie and Mann. In 1898 Begg was employed by the Dominion Government to assist in defining the boundary between Canada and the Territory of Alaska.

At Brockville, Ontario, in 1858, Alexander Begg married Emily Maria Luke, daughter of Miles Luke and Emily Ann Ash. To this marriage were born eleven children, six sons and five daughters. Mrs. Begg lived to the age of 93 years, and passed

away in New York City as recently as 1932. In 1877, and for some years subsequently, the Beggs lived at Orillia, Ontario, where a memorial fountain to the late Mrs. Begg was erected in 1935 by her son Ralph.

Alexander Begg retired from public life in 1903, and moved from Victoria to New York City, where five of his sons and a daughter were engaged in professional work. In the eightieth year of his age, in March, 1905, he passed to his rest and was buried in the family plot at Orillia, thus ending an active and useful career.

A son, Roderick (Norman) Begg, was a resident of Victoria from 1887 to 1904. He came to Victoria from Alberta and joined the staff of the *Daily Colonist* as advertising manager and city news reporter, and became a member of the firm of Kerr & Begg, booksellers and stationers. In 1904 Roderick Begg left Victoria to study law in the City of New York, where he still practises as the sole surviving member of the firm of Begg, Begg & Begg.

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Journal of the Red River Settlement—1869–70. A two-volume typewritten copy of this daily journal is to be found in the Library of the University of Saskatchewan, Saskatoon.

The Creation of Manitoba. Toronto, Hovey, 1871. 408 pages. Undoubtedly based on the above journal. J. S. Ewart considers it "By far the most complete account obtainable of the events it deals with."

"*Dot It Down*"; *A Story of Life in the North-West.* Toronto, Hunter, 1871. 381 pages. The author's second work of fiction.

Practical Hand-Book and Guide to Manitoba and the North-West. Toronto, Belford, 1877. 110 pages. Contains much valuable information for intending settlers.

Ten Years in Winnipeg. Winnipeg, Manitoba Times Co., 1879. Written in collaboration with W. R. Nursey; contains an interesting and valuable account of the growth of the city from the days of its fur-trading period, as well as much autobiographical material.

The Great Canadian North-West. Montreal, Lovell, 1881. 135 pages. Gives a good account of the Red River Settlement.

Seventeen Years in the Canadian North-West. London, Spottiswoode, 1884.

A pamphlet of 35 pages; the substance of a lecture delivered before the Royal Colonial Institute, London, in 1884. It deals with the resources and advantages of Manitoba from the point of view of intending settlers. Also published in Vol. XV. of the *Proceedings* of the Royal Colonial Institute.

Canada and Its National Highway. London, Trounce, 1886. The text of a paper dealing with the Canadian Pacific Railway, given before the Society of Arts, in London, on March 23, 1886.

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British Columbia Directory of Mines. Published in Victoria at the offices of the *British Columbia Mining Record*, during 1897. It was meant to be issued quarterly, but the editor unfortunately died after the appearance of the third number, and after four numbers it ceased publication. The two numbers examined contain synopses of British Columbia mining law in addition to regular directory material.

Pamphlets entitled: *Canada, The Canadian Pacific Railway, Emigration, and Indian vs. Canadian Wheat*, are listed in the author's own bibliography in the third volume of his *History of the North-West*, and were doubtless written while he was in the employ of the Canadian Pacific Railway. The writer has had no opportunity of examining them. Another 32-page pamphlet entitled *Manitoba and the North West Territories*, and dated 1886, has been seen listed in booksellers' catalogues. It is probably one of this Alexander Begg's many articles on his favourite province, but, as far as is known, is not contained in any of the libraries of the Pacific Northwest. In his *Canadian Men and Women*, Morgan lists *A Story of the Saskatchewan* in the short bibliography attached to his biography of Begg, but this item is given nowhere else.

II.

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Letters on the Situation in the North West by Julius as they appeared in the Montreal Gazette. 1881. 24 pages. Listed in the *Catalogue of Pamphlets in the Public Archives of Canada*, 1493-1931; presumably by this author, but has not been examined by the writer.

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- Review of the Alaskan Boundary Question.* Victoria, Cusack, 1900. 32 pages. This popular account of the boundary question is also to be found in the *Scottish Geographical Magazine*, Jan., 1901, and in the *British Columbia Mining Record*, June, July, and August, 1900.
- A Sketch of the Successful Missionary Work of William Duncan.* Victoria, 1901. 31 pages; illustrated. A full account of Duncan's establishment at Metlakatla. Embellished with many quotations from contemporary writers.
- Statement of Facts Regarding the Alaska Boundary Question.* Victoria, King's Printer, 1902. An exhaustive report on the boundary question, with appendices, comprising 22 pages.
- The Anglo-Russian Treaty, 1825.* London, 1903. A short article giving the author's interpretation of a portion of the Treaty.

In addition to the foregoing, Alexander Begg contributed Chapters XVI. and XXX. to John Macoun's *Manitoba and the Great North-West*, Guelph, World Publishing Co., 1882, the titles of which are: *Stock Raising in the Bow River District Compared with Montana*, and *The Western Indians and the North-West Mounted Police*.

III.

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MADGE WOLFENDEN.

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